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The Daily Press.

The disturbances in Mexico and Cuba, which seriously threaten the established governments in both countries, have been responsible for much discussion on the probable intervention of the United States, and incidentally have raised again the large issue of the Monroe Doctrine. In so far as the two countries mentioned are concerned, intervention on the part of the United States can only be justified on the pleas of protecting the lives and property of her subjects, and the United States Government have plainly indicated that this is their attitude. There is really no question of the application of the Monroe Doctrine in this instance, but apparently the reiteration of the Monroe Doctrine by the statesmen of the great republic has led to a general feeling of apprehension among the smaller republics which comprise South America that the United States is seeking to make the southern continent a preserve of her own. At least, that is the fear ventilated by Senor A. de MANOS ALBA in an article which he contributes to the London journal *Hispania* under the caption "Wanted: a Revised and Extended Monroe Doctrine." He declares that the United States owes it to Latin America to quieten its fears by announcing definitely that it has no territorial designs upon that continent and never will have. Latin America, he adds, is grateful for the support of the United States without which the entire country, from the Rio Grande to Cape Horn, would be open to seizure and exploitation by the European Powers, but it would like to be assured that

the United States is not saving South America from Europe only to acquire it herself. The fears entertained by the smaller republics regarding their future independence can only have arisen within comparatively recent times, for, it is safe to say that, prior to the Spanish-American war, the United States were not suspected of designs which had territorial expansion in view. Since then their motives in any application of the Monroe Doctrine have apparently been viewed with a certain amount of distrust. The little republics appreciate the protection of their big brother, but they want a thorough understanding that that protection is genuinely disinterested and has no ulterior motive. Their helplessness quickens their fears. The defenceless condition of South America is described by Senator MANOS ALBARR in these words: "The territorial responsibilities of the Latin American nations are greatly in excess of their respective populations. The seventeen republics from Mexico to Cape Horn with an area of several times that of Continental Europe, contain at best 70,000,000 inhabitants, which could be comfortably housed in any one of the larger republics, as Mexico or Colombia, or Brazil, or Argentina, leaving the remaining immense territory available for European expansion. Can Tripoli compare with the broad and fertile plains of Northern Venezuela, bordering on the Caribbean? Or Morocco with the Atlantic coast section of Colombia, where the Magdalena waters a marvellous valley, in any way inferior to that of the Nile, and equally well situated geographically? Can the Congo compare favourably with the Amazon or Madagascar or West Africa with its inner lands of Peru, of Bolivia, or Ecuador?" The quotation gives the impression that the activities of European Powers in Africa have created a feeling of alarm among South Americans that in course of time their territory may be seized by European Powers, needing outlets for their surplus populations, and of course it has to be admitted that the possibility, though remote, exists nevertheless. Just as, if one of the republics were to pursue a policy like that which led Great Britain and Germany to interfere in Venezuela ten years ago, there is no saying what measures might have to be adopted to seek satisfaction. Would the Monroe Doctrine apply? The United States may render assistance against willful aggression on the part of a non-American power, but Washington is to accept responsibility for all the follies a South American people perpetrates it will soon find itself in an impossible position. This alone proves the necessity for a Revision of the Monroe Doctrine. However, the question of moment for the United States is to quell the anxiety that may be felt by Latin Americans as to their future intentions, and it seems to us that this should be accomplished both by the actions and words of the American Secretary of State for Mr. Knox, who at a banquet given this evening by the Pan-American Society at New York asserted that "the object of his mission to the Caribbean was to reassure the peoples of that region that the opening of the Panama Canal would inaugurate an era of closer relations between all the American countries. The United States wished to see the other nations of the hemisphere stronger and more stable. These words are certainly re-assuring and ought to encourage the various republics to develop their national lives on progressive lines.

The Bijou Scenic Theatre closed yesterday for the summer months.

The situation in the region of affected by rinderpest is described as grave.

A Supplementary Index to the ordinances of the Colony has been issued in a convenient form for cutting slips and pasting into the Index itself.

Attention is drawn to the announcement by the Eastern Extension Telegraph and the Great Northern Telegraph of a reduction of telegram charges in places in China.

Mr. R. G. Knowles, the famous pianist, has quite recovered from the operation he underwent in Manila and is giving his entertainments in that city. Mr. Knowles is to give another entertainment in Hongkong on Saturday next.

Suit has been instituted in the court the first instance at Manila against Gutierrez Hermanos by Leopoldo Crindo. The amount of money claimed—pesos, and covers a period of years. Crindo entered the firm of Gutierrez Hermanos some 24 years ago, as a work partner, and was to receive 5 per cent of the profits of the firm for his services. He claims that during that period of 24 years he has drawn only 11,000 pesos, and the balance of his share he has left in the firm.

rights report that the Premier and Chai  
China lin had quarrelled and the latter  
threatened him with a pistol.



## SUPREME COURT.

Friday, 31st May.

## IN SUMMARY JURISDICTION.

Before Mr. H. H. J. GOMPERTZ.  
(PUNISH JUDGE).

## THE VERANDAH CASE.

Judgment was given in the action in which Alexander Kotas, George Maidonis, and George Tsamtsacopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,000 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

His Lordship said—This is a claim for damages for breach of contract to erect a verandah on certain premises for which the plaintiffs are tenants to the defendant. The plaintiffs rely first of all upon the agreement for the lease which is in writing, but in my opinion they cannot found this contract on the written agreement which purports to lease to the plaintiffs merely all that portion of the ground floor of the block of buildings as is coloured pink on the plan annexed.

The verandah is outside the area coloured pink and I think it quite clear that the written agreement taken alone confers no interest outside the area specified. The walls, it is true, are not coloured pink, but they are necessary appurtenances of the demised building. The verandah is clearly something outside and apart. In the alternative the plaintiffs rely on a collateral verbal agreement. If the contract alleged is for an interest in land, then of course the Statute of Frauds applies and the contract must be in writing. But I think the alleged promise to make a verandah is not a contract for an interest in land: it is not a demise of a verandah but a collateral independent undertaking, which might be expressed as follows:—If you become tenant of these premises you will build you a verandah. You shall have the use of a verandah.

The cases are:—Donnellan v. Read 33 and Ad. 869, Mann v. Nunn 30 L.T. 526, Angell v. Dube L.R. 10 Q.B. 174. Then on the facts. Considering them as a jury would do, I am quite clear that Mr. Hazland was the agent of the defendant, to show and explain to intending tenants the plans on which the verandah was shown. Mr. Hazland told the plaintiffs that the verandah would be erected if a permit could be obtained. I am of the opinion that he did this with the authority of the defendant who, himself, meant to have the verandah and would have put it up if the terms of the permit had been acceptable. I believe that when the defendant told the plaintiffs that it was not certain that there would be a verandah, they did not explain nor enquire further the reason of the uncertainty, for the very sufficient reason that it was understood that the permit was not yet granted and that therefore the matter was subject to a contingency. Nor have I any doubt that the plaintiffs relied on the plan and the explanation of it given to them, and believed, as the defendant believed and intended them to believe, that a verandah would certainly be put up if a permit was granted. This is a very sufficient reason why there was no express stipulation to this effect in the written agreement. They were told that the defendant was doing his best to get a verandah and they thought they were perfectly safe in acting on his representations and on the plan shown to them. I must deal shortly with a question raised at the close of the plaintiffs' case—the matter of interpretation. I held that when in the circumstances the plaintiffs went to the office of the defendant's architect, then the defendant, in employing the architect's interpreter as his intermediary with the plaintiffs must be held *prima facie* to have adopted that interpreter as the medium of communication between them and himself. I think this was the correct ruling, *v. the Holland-China Trading Company v. Tong Tai firm*, 2 H.K.L.R. P. 54. I have found the contract proved and the breach is admitted. The only question is the amount of the damages. The damages are of course purely general damages, and a lump sum of \$1,000 is claimed. Looking at the matter broadly as a jury would do, I think that perhaps an allowance of \$49 a month for twenty months, being the demised term, less the two months occupied in negotiation with the Government would be fair compensation. I therefore award the plaintiffs \$980 and their costs of the action and I certify for Counsel.

Mr. Potter accordingly moved for judgment and costs.

Mr. Alabaster—I don't know whether your Lordship in assessing damages would put in an alternative that a less sum should be paid in the event of our putting up a verandah now. If we put up a verandah now the \$40 a month would be paid up to the time the verandah was put up.

Mr. Potter—We cannot consent to that.

Mr. Alabaster—Your Lordship has seen sufficient of the circumstances to know—your Lordship has seen the plan. It may be worth our while to put up the verandah, and in that case they would get the benefit of it.

Mr. Potter—I think you can leave it to the good sense of my clients. My friend's suggestion comes to this, that if a contract is broken and if you then carry out the contract you need not pay so much damages. I think you may leave it to the good sense and good advice of my clients' solicitors.

His Lordship—If you carry on the lease it would be better for you to have the verandah instead of having this sum in your pocket.

Mr. Potter—That is a matter which we would have to take into consideration.

Mr. Alabaster—I am sure plaintiffs will be well advised in this case to adopt a sensible view.

Judgment was entered for the plaintiffs.

## A REVENUE OFFICER'S RIGHT TO ARREST.

The case of Yip Man v. Chan King, in which plaintiff claimed for \$500 damages for wrongful arrest was mentioned. Mr. Russ, from the office of Messrs. Goldring, Barlow & Merrill, appeared for the plaintiffs, and Mr. P. H. Hodgson, assistant Crown Solicitor, appeared for the defendant.

Mr. Russ asked for a date to be fixed. Mr. Hodgson said he would like to have the particulars of the \$18 costs endorsed on the writ explained. He might want to pay a nominal sum into Court with costs.

Mr. Russ—Well, pay the \$500 now. Mr. Hodgson stated that the men were revenue officers and he was prepared to defend them.

Mr. Russ—We are testing the right of a revenue officer to arrest a man under a separate Ordinance. The revenue officer is appointed under the Opium Ordinance. In this case he arrested people for carrying San Pui lottery tickets, the revenue officer not being a constable and not being appointed for that purpose.

His Lordship—What was he fined for? Mr. Russ—For having lottery tickets in his possession. Even if we succeed, whether that fine comes under the head of damages we are entitled to claim is doubtful.

His Lordship—Would that be the ordinary consequence of an unlawful act?

Mr. Russ—I suppose it is, if he is arrested.

Mr. Hodgson—There may be a technical breach of the law in regard to assault, and I may want to pay a nominal sum into Court. But I want particulars of the costs.

Mr. Russ—What do you say they ought to be?

Mr. Hodgson—According to the usual scale. I am asked to pay \$500 and his costs within four days.

Mr. Russ—If my friend pays in a small sum into Court he has to pay a proportionate amount of costs.

His Lordship—I don't see why you should not give particulars of costs if they are asked.

Mr. Russ—I don't mind. Mr. Hodgson—I don't think they should put on more costs on the writ than they are entitled to. It is not fair, especially when they are dealing with Chinese clients, and I think it ought to be stopped.

His Lordship—You think they are?

Mr. Hodgson—I do, my Lord. It is not fair to put on costs where they are serving Chinese who do not know the scale.

A date was fixed for the hearing.

## IN ORIGINAL JURISDICTION.

Before the Chief Justice (Hon. Mr. REES-DAVIES).

## WINDING UP OF A COMPANY.

The hearing was resumed of the application for the compulsory winding up of the Hip On Insurance, Exchange and Loan Co., Ltd., in liquidation. Mr. Potter (instructed by Mr. Davidson of Hastings and Hastings) appeared for the petitioning creditor, the Yue Wo Fat firm, merchants of 98-Des Vaux Road, and the Hon. Mr. C. G. Alabaster (instructed by Mr. H. J. Gedge, of Johnson, Stokes and Master) appeared to oppose the application, on behalf of the Hongkong and Manila Yuen Shing Exchange and Trading Co., Ltd., and was instructed by Mr. Otto Kong Sing, on behalf of seventeen other creditors.

Mr. Alabaster said there were 31 creditors in all. The debts of seventeen of them amounted to \$50,366.53. The Yuen Shing admitted a debt of \$42,174.08, and there were five other creditors representing \$7,573.25, a total of a little over a lakh (\$100,034.44). That accounted for 23 out of the 31 creditors. Then there was the petitioner, who represented \$12,000 only. As to the remaining seven, one was unknown, two were no longer in business having failed, and made no claim. One, who was in Aniam, made no claim, and the other two were said to be in favour of the appointment of Yeung Pik Chi as liquidator. That left only Messrs. Dennys and Bowley, who did not appear to have claimed at all. The petitioners had not made out a case for compulsory winding up.

Mr. Potter said the question was whether Mr. Yeung Pik Chi was a suitable person to be appointed liquidator. What was the position at the present time? They had as liquidators of the company at the present moment men who admittedly had not conducted the liquidation properly. The question his Lordship had to decide was whether that voluntary liquidation was to go on. Was it to be assumed, if Yeung Pik Chi was appointed liquidator, that everything the creditors desired would be given to them? Was he to assume that all would go well in future or was he to say he would have a compulsory order and then the creditors could have Yeung Pik Chi if they chose? That would ensure that in future the affairs of the company were properly wound up, because it would be done under the eye of the Court. That, he submitted, was the true position as regarded the winding up.

His Lordship—It will very much increase the costs.

Mr. Potter—Not very much, my Lord. And that is an item, which so far, as the case will show, has never been taken into consideration. All that has been taken into consideration is this: ought we to protect the creditors, or ought we not? If the creditors can show that the affairs of the company were grossly mismanaged by the liquidators in the past, then the Court should not hesitate to make an order. The nominal capital of the company was one million dollars—5,000 shares of \$200 each—and there was still outstanding \$400,000 in the shape of uncalled capital. There were 400 shareholders who were each liable for \$1,000. The debts of the company amounted to \$120,000, so that the assets were more than three times the necessary assets if the company's capital was properly called in. Therefore it was obvious that if they only got half of the assets in through a compulsory winding up, not a penny of expense would be thrown on the creditors. They would all be paid in full, and still a huge surplus would remain over, and any suggestion of expense as being an answer to a request for compulsory winding up, went by the board. His Lordship had further to bear in mind that for nineteen months there had been gross mismanagement, and he ought to say he was not going to run the risk of there being further mismanagement. The petitioning creditors had been sticking the whole time, but the other creditors had apparently taken no steps at all to enforce any of their rights. Mr. Potter further mentioned that only six creditors were present at the meeting at which it was suggested Mr. Yeung Pik Chi should be appointed liquidator.

His Lordship said he was of opinion that the petition should be dismissed. There was an overwhelming majority of creditors opposing the application and in favour of Yeung Pik Chi being appointed liquidator in voluntary liquidation. Had the question been whether the former voluntary winding up should be allowed to continue, the petitioning creditor would certainly have had a stronger case.

The question of costs was left for discussion in Chambers.

A society has been formed in Peking recently called the Wu Society which means I or My Society. Its object is to forbid the use of foreign goods and extend Chinese commodities. It has been originated by the Cantonese and has become popular with the people who are enthusiastic over the idea.

The Unionist members of the National Council are strongly desirous of overthrowing the Premier and supporting Minister Hsiang Hai-ling as his successor with Messrs. Tang Wen-chih, Chang Chien and Chen Chiao-tao as Ministers of Industry and Commerce, Agriculture and Forestry, and Finance, but this has been opposed by the Alliance Society and the Republican Party. The Ministers have tendered their resignations, but were prevailed upon not to do so by the President. It is said that a certain power is endeavouring to secure Tang's overthrow.

## THE MOTOR CAR IN HONGKONG.

## INADEQUATE REGULATIONS.

An interesting case which emphasised the need for proper regulations governing the motor car traffic in the Colony was heard before Mr. C. D. Melbourne at the Magistracy yesterday. The case was one in which Commodore Eyres presented the driver of motor car No. 8, which is owned by the Coronation Garage, for furious driving on Jubilee Road, and in such a manner as to endanger life and limb.

Mr. F. B. L. Bowley appeared for the defendant. In his evidence, Commodore Eyres stated that on the 27th inst., he was riding along Jubilee Road in company with his daughter and Mr. Clementi (Colonial Secretary). As they were turning a corner, a motor car came upon them. No horn was blown, and the first intimation they received was the sight of the wheels. There were Europeans in the car.

Mr. Bowley—Were you riding away from Hongkong or towards it?—Away from it; from Tung Wah to Aberdeen.

Could you tell me in what part of Jubilee Road you met motor car No. 8?—On the Tung Wah side of the cross roads leading from the Dairy Farm to Jubilee Road.

You were on the Jubilee Road?—Yes, there is a cross road there.

It leads to a bungalow on the other side of the road?—Yes, between Tung Wah mortuary and the cross roads.

Nearer to Tung Wah?—No.

Where did you meet the next car?—A little further eastward, not many minutes afterwards, say, six or seven minutes.

This man is charged with driving furiously at 6.15 p.m. Did you fix the time?—On the second charge.

Mr. Melbourne—No, there is only one charge against this man, and that is that he was driving car No. 8 along Jubilee Road to the common danger of passengers, at 6.15 p.m.

Mr. Bowley—Did you give the time to the inspector?—I gave in the charge that the driver was coming round the corner without giving the signal of his approach.

How did you fix this time; where does it come from?—I gave the approximate time.

May I ask you which way you returned from your ride?—By Pokfulam Road, the Reservoir, and Victoria Gap.

You do not know what time you reached the Gap?—I cannot say, but it was about 7.30.

I understand that the time 6.15 was not fixed by looking at your watch, but from a general impression?—No, from looking at my watch; I am not sure of my watch to three or four minutes.

When the car stopped it had passed you?—Yes.

And there was room for the car to pass?—Plenty of room.

And it passed you on the proper side of the road?—Yes.

On his own side?—Yes.

And did your ponies shy?—Well, not badly, but slightly. They are very accustomed to motor cars, and I ride nearly every day on Jubilee Road, or at least three or four times a week. I invariably meet two or three cars.

So you expect to meet cars and are on the lookout for them?—Yes.

I understood you to say there was a risk of danger; as a matter of fact there was no danger to either you or your companions?—Yes. I think I agree with you.

The complaint you make is that the driver did not sound his horn coming round the corner?—Yes.

Mr. Bowley submitted that there was no case. It was clear from the Commodore's evidence that no one was in danger. It was said that the driver did not sound his horn coming round a corner. There was no regulation for the sounding of a horn coming round a corner. Ordinance 145, section 3, subsection 7 provided a penalty not exceeding \$50 for driving furiously and in such a manner as to endanger life or limb to a passenger in a public thoroughfare. There was no evidence that the driver had driven to the common danger of passengers. In fact, the horses were not frightened, and the car passed them on its proper side. There was no danger. It was for the prosecution to prove danger, and if it did not, the case would fail. Motor cars had the right to drive on that road at twenty miles an hour, which was the speed limit, and it was well known to everyone in the Colony that the cars used that road extensively. Every one expected to meet cars there.

Mr. Melbourne—Because these particular ponies were used to the cars and did not shy, it does not follow that other ponies would be accustomed to them. There might have been an accident.

Mr. Bowley—There might be an accident between a motor car and a pony at any time, but that would not necessarily mean that it would be the fault of the driver of the car.

Mr. Melbourne—A car coming round a corner would give no intimation. Commodore Eyres says that the first intimation he had of the car's approach was the sight of the wheels.

Mr. Bowley—Anyone who rides a horse along Jubilee Road knows he is likely to meet a motor car. Everyone has a perfect right to ride along the Jubilee Road on horseback, and every motor car has a similar right, and if the rider does not keep his horse under proper control, that is not the driver's fault. It is one of those accidents which must happen if people ride restive horses on public roads. No one can expect Jubilee Road to be kept for "trained traffic," like Happy Valley. The car passed on the sea side—

Commodore Eyres—My evidence is contrary to that; I said that he was on the wrong side of the road.

Mr. Melbourne—He came round a corner without blowing his horn.

Mr. Bowley—But there is no obligation on him to blow it, or even to carry one. You must dismiss from your mind the regulations for motor traffic in England. Hongkong has no regulations providing that motor cars shall carry horns, nor providing for the sounding of bells by bicycles. It is my impression that as long as the regulations remain in their present condition, the authorities cannot blame the drivers if they do not use their horn at any time. They are being blamed enough at present for making unnecessary noise.

Mr. Melbourne—I don't think there has been any alteration since April, 1911.

Mr. Bowley pointed out that in addition to the fact that there was not a regulation governing the warning to be given by cars there was no regulation to say that a vehicle should keep to the left side of the road.

Mr. Melbourne—No; there is nothing in the Ordinances about motor cars and horns. Defendant is discharged. (To Commodore Eyres) In the second case, you have similar evidence?

Commodore Eyres—Yes.

Mr. Melbourne—I am afraid I must discharge the driver in that case also. Unfortunately, the regulations do not provide for it.

## REVIEW.

Home University Library. The History of England, by Professor A. G. POLLARD, M.A. Canada, by A. G. BRADLEY, French Literature, by G. L. STRACHEY, M.A. Climate and Weather, by Professor H. N. DICKSON, D.Sc. Peoples and Problems of India, by Sir T. W. HOLDENNESS, K.C.S.I. The School, by Professor J. J. FINDLAY, Ph.D. Architecture, by W. R. LETHBRIDGE, Ph.D. The Problems of Philosophy, by the Hon. BERTRAND RUSSELL, F.R.S. Anthropology, by R. E. MARRETT, M.A. Rome, by W. WARDE FOWLER, M.A. London: Williams & Norgate.

One has merely to read the titles of the last batch of ten volumes added to this Library of Universal Knowledge, together with the names of the authors, to be convinced that the early announcements of the Editors and Publishers are being fulfilled. Every volume is absolutely new and specially written. Every subject is of living and permanent interest. The books are written for the general reader as well as for the student. We ourselves have found each volume we have opened to be clearly written, exceedingly comprehensive considering the limits as to size, and suggestive in its guidance to anyone who wishes to pursue the study of any given subject. But we have not been content to remain satisfied with our own experience. We have tried the effect of placing several of the volumes in the hands of a youthful student who was rejoicing that his scholastic training was drawing near to an end. Instead of turning from the books with repugnance born of book weariness, he has speedily become absorbed, has opened up a flood of questions, and has been induced to carry on his investigations in several subjects with a view of extending his knowledge.

Here, we think, is one of the best tests to which we could have subjected the Library. It is not merely the concentrated knowledge these volumes present to thoughtful persons but their stimulating effect upon the reader that we wish to emphasise. They are no dry-as-dust treatises. They are, each one of them, agreeable to read, and in those days when men turn surfeited from badly constructed novels, full of weakly-drawn characters and absolutely devoid of plot or literary distinction, and cry out for better mental pabulum, we cannot too strongly recommend this excellent Library to our readers. It is not our intention on the present occasion to deal in detail with any one volume; but only mention how fascinating we have found Sir T. W. Holdenness's treatment of the "Peoples and Problems of India." No one who wishes to possess some knowledge of the complexities of Indian social, political and religious life should fail to peruse this extremely lucid work by a skilled observer.

## INTIMATIONS

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Successfully and speedily, at a trifling cost, is learned from the special directions which accompany Cuticura Soap and Cuticura Ointment. Sold by druggists and dealers everywhere. A liberal sample of each with 32-p. skin book, post-free from nearest depot, to all who desire to test before purchasing.

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87-8

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A SPECIALITY.ENGLISH, AMERICAN AND SWISS  
GOLD AND SILVER  
WATCHES.CLOCKS  
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Communications respecting Advertisements, Subscriptions, Printing, Bindings, etc., should be addressed to the MANAGER, at the Office of the Daily Press, 11, Queen's Road, Hongkong. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of the Daily Press should be sent in before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 53. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that we have this day authorized Mr. WALLACE JOHN HANSEN to sign the name of our Firm Per Procuratione, ARTHUR NIELSEN & Co. Hongkong, 31st May, 1912. [762]

IN THE MATTER of the COMPANIES ORDINANCE No. 53 of 1911, and IN THE MATTER of the SAM WANG LAND INVESTMENT, LOAN AND AGENCY COMPANY, LIMITED. (In Liquidation).

NOTICE IS HEREBY GIVEN pursuant to Section 161 of the Companies Ordinance 1911, that a MEETING of the CREDITORS of the SAM WANG LAND INVESTMENT, LOAN AND AGENCY COMPANY, LIMITED (in Liquidation) will be held at the Office of Messrs. PEARCE, SMITH AND FLEMING, 5, Queen's Road, Central, First Floor, on WEDNESDAY, the 12th day of June, 1912, at 12 o'clock Noon, for the purpose provided for in the said section.

J. HENNESSY SEPT, Liquidator. Dated at Hongkong, this 28th day of May, 1912. [763]

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD. OF DENMARK.

HONGKONG STATION.

REDUCTION OF TELEGRAM CHARGES TO PLACES IN CHINA.

SENDERS OF TELEGRAMS ARE HEREBY ADVISED that on and after 1st JUNE, 1912, and until further Notice the following Rates will be charged, viz.:

Code or Foreign Languages and Plain Chinese Respective Rate per Word in Cents: To China Inland Stations in Kiangsu Province via Shanghai: 44, 24. To China Inland Stations via Shanghai (except for Telegrams transmitted via the Chefoo-Kwantung Cable): 55, 30. Chinese Inland Stations in Fukien Province via Amoy: 29, 16. All other Chinese Inland Stations via Amoy: 38, 22.

E. V. JESSEN, Acting Superintendent. Hongkong, 1st June, 1912. [764]

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

REDUCTION OF TELEGRAM CHARGES TO PLACES IN CHINA.

SENDERS OF TELEGRAMS ARE HEREBY NOTIFIED that on and after 1st JUNE, 1912, and until further Notice, the following Rates per Word will be charged, viz.:

To Code or Foreign Languages. Plain Chinese. Chinese Inland Stations in Kiangsu Province, via Shanghai: \$0.44 \$0.24. All other Chinese Inland Stations via Shanghai (except for Telegrams transmitted via the Chefoo-Kwantung Cable): \$0.53 \$0.30. Chinese Inland Stations in Fukien Province, via Fochow: \$0.29 \$0.16. All other Chinese Inland Stations via Fochow: \$0.38 \$0.22.

J. M. BECK, Superintendent. Hongkong, 1st June, 1912. [765]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE for 5 Shares, \$100 paid up, numbered 8776 to 8780, standing in the Register in the name of NGAN HING JOO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 23rd day of July next, a New Certificate for the said Shares will be issued and the old Certificate will be null and void.

By Order of the Board of Directors, A. B. ROUSE, Acting Secretary. Hongkong, 20th May, 1912. [724]

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that a SCRIPT CERTIFICATE with respect to 10 Shares numbered 5451/5460 in the above-named Office standing in the name of Mr. BURNHAM BOKHAR of Bombay, has been LOST, and should the same not be produced before the 1st June next, a New SCRIPT CERTIFICATE will be issued to the said Mr. BURNHAM BOKHAR, and no transaction taking place under the old SCRIPT Certificate will be recognised by the Office.

JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 28th May, 1912. [766]

NOTICE.

PATENTS Secured or return of Fee Guaranteed. Highest references, best results and promptness assured. Send sketch of what you desire patented, and we will submit free report of its patentability. Our guide book and list of inventions needed sent free upon application. One Million Dollars has been offered for one invention. Other surprisingly large financial offers made for much needed inventions. Patents advertised free.

VICTOR J. EVANS & Co., Dept. C.A., Washington, D.C., U.S.A. [750]

NOTICE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.

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EVERY DAY: TRAINS at 2 P.M. and every half hour till 10.30 P.M., except 5.00 and 5.37 P.M.

Fare 30 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED. Hongkong, 15th May, 1912. [671]

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.

HONGKONG, 15th May, 1912.

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GEO. P. LAMBERT, Auctioneer. Hongkong, 25th May, 1912. [751]

INTIMATIONS

NOTICE.

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Hongkong, 17th May, 1912. [721]

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GEORGE HOGG, Manager. 9, Queen's Road, Hongkong, 23rd March, 1912. [225]

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Reserve Fund ... Yen 2,625,000

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Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [637]

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Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager. Hongkong, 24th January, 1911. [12]

BANKS

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CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

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N. J. STARR, Chief Manager. Hongkong, 23rd May, 1912. [19]

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"I took various medicines which were prescribed for me, but received no lasting benefit from anything until I gave Dr. Williams' Pink Pills a trial. This I did, following the Directions for Use very carefully, and soon found myself feeling very much better. After a course of these Pills all the pains disappeared. I could eat and sleep well. Now I am much stouter than I was, and feel strong and well."

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**SCIENTIFIC MISCELLANY.**

WHEN THE RAIN LESSENS.

Though a sixth of the land surface of the globe is desert, it is not easy to define exactly what produces the desert. In a late paper to the Royal Geographical Society, Prof. D. J. MacDougal, of the Carnegie Institution, pointed out that it is impossible to say what limit of rainfall will give a desert, for latitude and altitude modify the effect of a given amount, and wind-flow and topography have an important influence. But in considering how Eastern America, for instance, might become a desert, chief interest centres in the lessening of the rainfall. The reduction would undoubtedly result from changes in the flow of the wind in a year of a single wet winter season and a dry, rainless summer. The total evaporating power of the air would be increased. The proportion between the annual maximum and minimum rainfall would be heightened, and the daily and the annual range of temperature would increase chiefly through a heightened maximum. Many streams would show only intermittent flow; lakes would be lowered or dried up, and their wind-swept bottoms would be piled with dunes. On slopes of loose unassorted material, the wind would tend to carry away the finer particles, and the coarser pebbles would sink, forming a pavement to be polished by wind-borne sand. In the readjustments of man and other animals, greater tensions and fiercer competitions would be set up.

LEAD POISONING AMONG PAINTERS.

Showing that there are more deaths among painters than in other dangerous trades, C. A. Lane named to an English scientific society these chief causes of poisoning, in the order of their importance: (1) Dust from sand papering painted surfaces; (2) dust from mixing white lead with oil; (3) dust from paint dried on overalls; (4) absorption of lead by the mouth from unwashed hands; (5) possibly fumes from burning off old paint. He would avoid lead paints.

METAL CORROSION.

A special equipment for the study of the corrosion of non-ferrous metals has been established at the University of Liverpool by the Corrosion Committee of the Institute of Metals.

OUR RADIOACTIVE ORGANS.

In his investigation of the radioactivity of the organs of the human body, Dr. Albert Cahn of Heidelberg has examined 41 organs from 12 different persons, and every one of them contained some substance that made the air electrically conductive, as shown by the Bercker emanometer. It was concluded that this substance must be radioactive, though possibly not radium itself. The brain, and also the lungs, proved very active; but the heart and liver were less so, and the kidneys and spleen showed only slight activity. The radioactive substance seemed to increase with age and in disease. Little effect was shown from such conditions as social position, occupation, or manner of living, and even locality of living was unimportant. Radioactive substances—the effect of which on the vital activity of the body cells remains to be learned—might come from food and drink, or from the air. The testing emanometer includes a receptacle for the ashes of about 100 grains of the organ under test, and this is connected by electric wires and a rubber tube to a wire electrometer—with a microscope for fine readings—in the circuit of a storage battery.

A DANGEROUS DRESSING.

Medical reports have given many cases of gangrene as a result of dressing wounds with phenol, or carbolic acid. In a recent case, a mixture of petrolatum and phenol was made with no means of accurately gauging the strength, and the preparation was applied to a bruised finger. All seemed to go well for several days. Then gangrene developed, the finger turning completely black, and amputation of the entire finger was necessary.

COPPER PHOTOGRAPHERS.

Photographs on copper have been made by G. Reboul, a French experimenter, by holding a bright sheet of the metal in vapours of chlorine or bromine until a thin film has formed, and then exposing this surface of copper chloride or bromide in the sunlight under a negative. A positive print is made, which, however, soon fades, as no fixing process is yet known.

TEST FOR SMOKELESS POWDER.

Ultra-violet rays from a quartz mercury vapour lamp have been found to accelerate the spontaneous decomposition of smokeless powders and are proposed as a test of the stability of such powders.

ELECTRICITY IN MEDICINE.

Electricity was formerly the mystic remedy of the quack, but since electrical apparatus has become so essential for X-ray work more serious attention has been given by regular physicians to the physiological effects of this powerful agent. Among the notable results has been an electrical method of arresting the degeneration of the arteries so common

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TELEPHONE 346

TABLE

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[128]

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For Liver trouble and Biliaryness.

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For Indigestion.

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VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

in premature old age. A new announcement is that of Dr. Laborde, a French medical man, who gives details of a method of treating sciatics by ionization with sodium hyposulphite, and shows what appears to be an effective cure for a painful disease. The effects are attributed in this treatment to sulphur oxide from electrolytic decomposition instead of the direct action of the electric current itself.

A thick layer of absorbent tissue saturated with a five per cent. solution of the sodium hyposulphite was covered over a piece of tin as the negative electrode, which was placed on the rear of the thigh over the sciatic nerve. The positive pole, wet with water, was put in contact with the calf of the leg. The patient had been unable to use his legs for ten months, but after ten sittings of forty minutes he could walk a mile, and recovery seems to have been complete.

A GREAT SODA DEPOSIT.

The Soda Lake of East Africa, which it is proposed to reach by extending the Uganda Railway a few miles, has an area of about 39 square miles. A bore-hole to the depth of nine feet has passed through only solid crystallized soda, and the actual depth is much greater than this in places, but on the assumption that this depth is the average over the entire area, it is estimated that the total amount of soda is 200,000,000 tons. Several well-

defined layers—the upper one ten inches thick—have been noted. When a block is cut out, the hole rapidly fills, and it is thought continuous mining could be carried on at a single point for a long time.

PALEOLITHIC CLIFF-ARTISTS

It has long been known that the sculptors of France in the early Stone Age worked in dark caves, many of their remarkable cave drawings having been discovered, but the first known specimens of their art in the open air have just been reported by Lalanne and Breuil. A cliff at Laussel, Dordogne, has sculptures of two horses, a bison, and other animals.

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DOSE: One wine-glass after the two principal meals.

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## VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, flatulence, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-colored water, etc., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of which is the greater portion of the misery, ill-health, and dependency by which we are confronted on every hand. This can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

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Never before was there anything like it; nor can the marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, whereas over and in whatsoever form met with; removing all blotches, pimples, spots, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, galls or Derbyshire neck, it improves the general health, and quickly removes long-standing chronicity, asthma, and hacking cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

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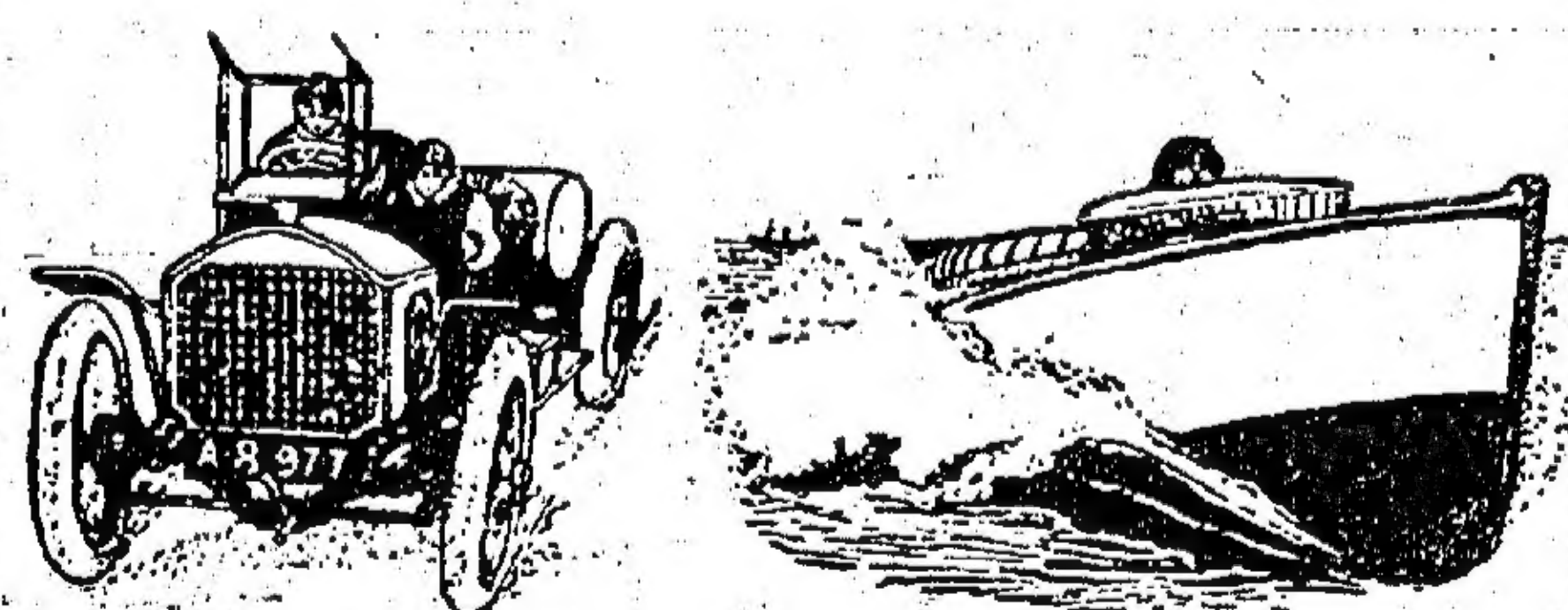
And all disorders consequent upon a reduced state of the nervous system.

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"SHELL" "SHELL" "SHELL"

EFFICIENCY WITH ECONOMY ITS PERFECT PURITY—THAT'S THE POINT

## THE MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. LTD.

## ST. SIGEBERT'S CHIMNEY.

BY  
BERNARD CAPES.

Kent was certainly an overbearing man. He carried all things by storm—his art, his meals, his amusements, his friendships; finally his love. By storm, I say; but it was a genial storm—a south-westerly gale, refreshing even in its bluster. He could laugh like a Berserker. One had to accept his views, his tastes, his judgments for the mere jollity of the thing; and, after all, in nine cases out of ten they were the right sound ones. Then he had his way so agreeably that one felt it a privilege to be trodden on by him, and rose apologetic for one's flatness. He had a large manner of forgiveness for weaker vessels.

For three or four years we shared a studio together in Globe Place, Chelsea, and during all that time Kent was my school senior and monitor. I do not think he painted very well—he was too royally scornful of tradition; but there is no denying that he could wring startling effects out of a sympathetic atmosphere, and it was generally true enough of him that if he hesitated he was lost. I should have called him on the whole an inspired amateur. On the other hand, no doubt, he would have called me an Academic plodder.

Kent had an income of his own—nothing great, but sufficient. He was a man of good family, and in appearance like the ghost of Christmas Present. While liking the best of things for himself, he was boisterously insistent on his friends getting the second-best. And generally, so god-like was he, they were content to have it thus ruled.

He was constantly away from London, "ramming" nature as he described it, and returning unexpectedly like last week's fine weather with perhaps a thought too much of wind. During one occasion of an absence of his, somewhat prolonged, I had a commission to paint a portrait of Miss Lyle, daughter to General Lyle, an extremely attractive girl, who, I may as well say at once, caused my heart some indefinite flutterings. But Kent, appearing suddenly during the sittings, decided that question, at once and finally for me, by falling in love with the young lady himself.

He carried her by storm, of course, and went down without hesitation to visit her father (she was staying during the sitting under the chaperonage of an aunt, a colourless indefinite quantity), who lived in retirement somewhere on the Suffolk coast. And his suit was accepted—equally of course to me. General Lyle was well circumstanced; Kent, relatively, was poor; but, like a Towka warrior, when he wanted a wife he simply took her, and nobody thought of objecting.

Miss Lyle and I became in the meantime extremely friendly. I discovered an animation in her face which I had once fondly hoped to awaken on my own account, and which I now had to record for the benefit of another. Kent, when he regarded my efforts, patronised them very approvingly, saying that they would do in default of anything better. Finally, he carried away the portrait, when nearly finished, into Suffolk to show to the General, and I heard no more of him or of the lady for a considerable time.

The reminder, when it came, took the form of a hurried note from Miss Lyle herself written from Dunstan Gap in Suffolk. She had every wish to study in convenience, she said, but her own would be most signally served by my running down there and then to finish the portrait. My old friend, Mr. Kent, she added in a postscript, particularly desired my presence—and so, on his account—he did not seem quite himself—did she.

There seemed to be something oddly suggestive, even sinister, in that studied afterthought. What had happened, was happening, or about to happen? Impulsive, overbearing natures had a way, I knew, of assuming all the credit for escapes from the consequences of their own actions, and I looked confidently to my sacrifice on the altar of disinterestedness. Well, it was as it chanced, particularly inconvenient to me to leave London just then; but of course I went.

It was November—a month in which the chill desolation of the Suffolk coast prefigured itself to me with a quite emphatic dreariness. I had a long cold drive from the station to the house—about which more anon—and there Miss Lyle in person received me.

I saw at once that there was something wrong. The girl's face was distraught and tired-looking. Papa was out, she said, with Johnny, and Dick (that was Kent) had not been in all the morning. She gave me an impression of loneliness and perplexity, not natural under the circumstances, and I felt sure that more was to be revealed in a little while.

A late lunch had been prepared for me, and the portrait awaited my attack on an easel in a pleasant room. I presently posed the young lady to my satisfaction, and set to work. By degrees, judiciously probing as I wrought, I was in possession of the main facts of the life at Dunstan Gap. The General was a widower with two children, my own fair subject, Georgie by name, and Johnny, aged thirteen. I gathered that the father was a simple ineffectual man, a dreamer, an antiquarian, and a corresponding member of the Antiquarian Society. How he, a military pensioner, came to deteriorate to this condition I do not know, nor does it matter. The army is not an intellectual monopoly, nor are capable doddlers unknown amongst its survivors. In any case the General had had no wit or faculty to resist the impetuous assault of my friend—sympathetic archaeologist as he was—and Kent had taken him by storm as he did all of us. And then all of a sudden, it appeared, had come the chisel and the realization of a possibly undesirable connection blindly accepted. Kent was giving them trouble—and how! That was where I came in. After painting through a half-hour of desultory conversation, I laid down my brushes decisively.

"Now, Miss Lyle," I said. "I have reached a psychologic point, and can knock off to listen."

"Listen to what, Mr. Travers?" she exclaimed, with a glance of affected surprise. "That is the thing. But I have not read your face all these weeks for nothing."

"No, indeed," she said, with a faint smile: "for much more than it is worth. I'm afraid."

"Well, I'm not in the way of compliments, but sympathy—and help if need be. Remember, at least, I've known him longer, if not better than you have."

She had risen, and was looking at me oddly. "It is very clever of you," she murmured at last; and then suddenly she swept her hand across her eyes. "This subterfuge," she said, "it is so silly, and—yes, I did want to speak to you."

"About him?"

"Yes."

"What has he been doing?"

She hesitated a moment, and then began to speak rapidly, impulsively, as if wishing to get it all off her mind in a rush.

"What has he been doing? It is that that worries me. You knew him—know him so well, and—it is hateful; but people will talk, and I am alone, and my father is so preoccupied and irresolute, and I have to think and discriminate for all."

She was obviously and greatly distressed.

"Now," I said, "Dick is an old friend of mine, and familiar to me, I flatter myself, inside and out; and will you confide in me, wholly and frankly? Are you in fear that he has done something wrong—dishonourable?"

"I believe in him," she answered. "O, I do! Only his manner has grown so strange of late—distracted, moody, excited; and our confidences seem at an end; and he and my father, whom he completely over-rides, are just as if joined in a conspiracy of silence against me. And, Mr. Travers, I have to listen to things—it is hateful, I say; but I know so little of this past life; and sometimes he talks of including us all in a plot of forcing us to compound a felony. So I thought that, without saying anything to them of my real purpose, I would get you down on the pretext of finishing my portrait, so that you might advise me, if you would, and—"

She stopped. "Willingly and wholeheartedly," I said. "And now tell me; what are the things they say—that you have to listen to?"

"It was ever since the strange man came down, his answered low, a horrid vulgar lude, coarse fellow who follows him about wherever he goes, and who turned up on the very morning after Dick had been to town for the day. If it was only something mental I should mind less; but that they won't allow, insisting on a past, and using a vile word—O, poor Dick!"

The strange manhipped me a little; but I reassured her confidently enough.

"You did quite right to send for me. I'll stake my reputation there's no real cause for alarm. I know Dick, I say, and trust me, Miss Lyle, that the truth, when revealed, will prove less disturbing than you think."

She thanked me very gratefully; and I went out to see if I could find my friend.

Kent's first words to me were disconcerting.

"O, I see," said he; "You've been asked down to find out what's the matter."

"O, have I?" I answered. "Very perspicacious of you. I've been asked down, as a matter of fact, to finish the portrait."

"You see," said he. "You give yourself away. But never mind. I should have wanted you soon in any case."

I expressed no surprise, though I was not without feeling some. His manner was decidedly changed—cold, truculent, irritable. I decided to humour him, pending an explanation.

The Lyles' house stood on the top of a shallow comb, thick with gorse and heather, that dropped to within fifty feet of a beach to which the final descent was by way of a flight of wooden steps. It hung up there isolated and lonely, one of the few scattered coast residences that break the solitude of those corroded and haunted shores. It was five miles from a village; ten from any railway station. Remote and peaceful, it was settled to sleep out, in its beds of bracken, some indefinite generations of life. By and by, no doubt, the tides would undermine and the waves devour it, as they are devouring year by year the whole of that eastern littoral. All along the coasts there, near or far under the water, lie countless houses, churches, townships—fastnesses of pride and religion that the encroaching sea has claimed. All along the coasts are fane and monasteries even now in process of destruction—ruined chancels, uncrowded battlements; and here and there is a solitary tower denuded of every trace of its one-time dependencies. Such a one stood, within sight up the coast, under the very shadow of the cliff, from the lower slope of which it projected.

"What do you take it for?" asked Kent, on the morning after my arrival. We sat, basking in the November sunlight, on our host's little jetty. The family yawl, a hundred yards away, danced sleepily, like Dinorah to her own shadow, in the blue water. I was sketching, and Kent smoking.

"Church?" I suggested.

"Pretty lank for that, ain't it?" said Kent.

I shaded my eyes, and took a longer survey.

"A watch-tower, perhaps, dating from the Danish invasions. There are plenty of them herabouts, I believe."

"Come and look at it."

I grunted, collected my traps, and followed him down the beach. The object, as we approached it, took on the appearance of a broken and stunted factory chimney, and I said so.

"That's what they call it here," said Kent; "The laundry flue,"—and he went off suddenly into a short strident laugh.

"Kent," I said gravely; "what's the matter with you?"

"Matter?" said he. "Why should anything be the matter? I've got the archaeological itch, that's all. Listen here: This deserted place is the Sitomagus of the Roman occupation, and later, the Fennoe of East Anglia. It had churches, monasteries, a King's palace and a merchant fleet of its own once upon a time. It was royal and opulent, until the sand silted up in the eleventh century and spoilt its harbor. Then the sea came in and took its tithes, century by century, till, in the fifteenth, there was nothing more to take."

(Continued on Page 8.)

Wide as the world, and 90 years long, is the stride which

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has made in popular esteem. Born 1820, Johnnie Walker was never going stronger than now.

Whatever your taste, Johnnie Walker meets it, for Johnnie Walker is supplied in three different ages:—

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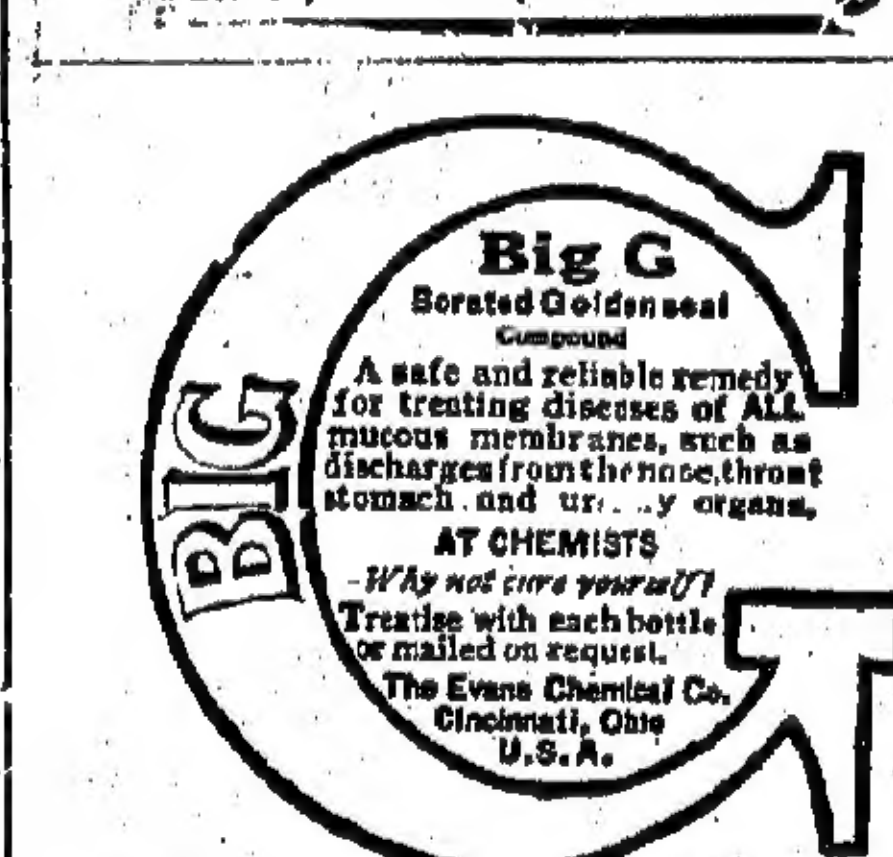
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Makes your skin soft and smooth. You can easily have a clear, velvety, healthy complexion if you use

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IT SOMETIMES HAPPENS

Mother! Mother! Mother! Sprinkle Keating's over us for I've been as a street car and caught a buggy flea.

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PHYSICIANS RECOMMEND THEM  
MADE IN LONDON - OF ALL CHEMISTS



# NO INDIGESTION, NO ANÆMIA, NOW! A WOMAN'S BLAIN STORY OF HOW SHE SUFFERED AND HOW SHE WAS CURED.

GOOD DIGESTION AND GOOD BLOOD,  
AFTER USING  
MOTHER SEIGEL'S SYRUP.

"I cannot describe the agony I suffered during the eighteen months that I was a victim of Indigestion and Anæmia. Indigestion seemed to affect me quite suddenly, without any apparent cause. That is the way Mrs. G. de Friedland, of 64, President Street, Germiston, Transvaal, began her letter of November 8th, 1911.

We tell her and we tell you, now, that her Indigestion was caused by a weak and disordered state of her stomach. Her food did not digest properly. As a result it not only caused her "agony," but it failed to nourish and actually weakened her. Next the Anæmia appeared, because the undigested food clogged her system and poisoned her blood; her blood became poor; her cheeks and lips pale; her eyes dull and weary.

Going on with her letter, she says: "The slightest exertion quite knocked me up and I became weak and dejected. All kinds of dieting failed to increase my vitality, as I was unable to digest my food, however light, and I had fits of vomiting, which gave me severe bilious headaches. To add to my sufferings I became very constipated, and no medicine helped me. Though they were many, helped me.

If Mrs. de Friedland had tried Mother Seigel's Syrup at the beginning of her troubles she would have found not only immediate relief but a permanent cure. The medicinal extracts of herbs contained in more than a dozen of them carefully combined are especially prepared to relieve and cure Indigestion, Constipation, Anæmia, and all ailments due to disorder of the stomach and bowels.

A LUCKY LAST RESOURCE.  
But, she adds: "I came across an advertisement of Mother Seigel's Syrup and as a last resource bought a bottle. My experience with that was so encouraging and the relief it gave me so great, that I continued with it, and after the third bottle my system was so toned up and invigorated that all kinds of food and exercise were now easy of digestion. My blood was thoroughly purified, all traces of Anæmia disappeared, my bowels were restored to their natural functions."

Mrs. de Friedland tells you her own actual experience—from the story of her sufferings and her happy cure! Don't blunder about, trying one thing or another when you are ill, but try the standard medicine that cures her—Mother Seigel's Syrup—and which has cured people all round the world for forty years past.

A single other fact she states: "Since then I am in the habit of keeping a bottle of Mother Seigel's Syrup in the house for occasional use, it being an excellent tonic."

Wise woman! An excellent habit! She keeps a good reliable medicine handy! Mother Seigel's Syrup helped her once. It will help her again, if she ever needs it.

[72-9]

Approved and well-tried are  
**DR. GASPARY MACHINES**  
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**UTILISATION OF SAND**  
to Bricks, Hollow Blocks, Roofing Tiles,  
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Machines Works  
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Export to all parts of the Globe.

431-1



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For Particulars, apply to  
**Y. SHIBUYA,**  
Manager,  
No. 2, Polder Street, Hongkong.

Hongkong, 30th May, 1912. [616]

FOR SALE.  
GAS COMPRESSOR WITH ELECTRIC  
MOTOR AND FITTINGS. Will  
increase ordinary lighting power by 25 per cent.  
without extra cost.

Apply—**MANAGER,**  
"Hongkong Daily Press" Office  
Hongkong, 15th March, 1912.

## ST. SIGEBERT'S CHIMNEY. BY BERNARD CAPES.

(Continued from Page 1.)

St. Sigebert's, an immensely rich foundation, was the last to go, Church, monastery, lazaret, and all. It stood just above. This fragment is supposed, by popular superstition, to be its laundry chimney. Do you see any objection? "Well, to me," said he vulgarly, "the laundry don't wash."

I was concerned about him. He was certainly in the oddest mood—frowning, spasmodic, wildly boisterous in fits. I really feared his mind was somewhat affected. And then all of a sudden he had veered to the most melancholy sobriety.

"I'm glad you've come," said he. "I was going to send for you. The fact is I'm setting my life on a cast, and I want your help. There's no use in postponing it longer, whether for bliss or damnation. Things have come into my head since I made the great plunge, and I've got to face the responsibilities to which I've committed myself. I've no right to pledge myself to a future. Life demands a more substantial security. It's not a question of individuals, but families; and I shouldn't have done it, Tommy—I'd no right to, on my income."

"Dick!" I cried, only half grasping his meaning. "You don't mean to say—"

"I mean to say that I mean what I say," said he. "I'm poor and she's rich; and I want you to help me to a wedding settlement that will put us on equal terms. Will you?"

"O, the devil, yes! Anything you like," said he. "That's proper, then. Only you must do exactly what you're told, and without question. I've studied the matter deeply, in all its bearings, and I stake my future on it."

He moved away a moment, drew his hand across his forehead, then returned to me, a strange light in his face. He had pulled a little duodecimo, in antique leather, from his pocket.

"Look at that," he said. "I bought it during a running visit I paid to town since I came here."

I examined the volume. It was a history of the adventures of the redoubtable Captain Aimes, told by himself, and printed for John Ball at the Golden Fleece in Little-Britain in the year 1608.

"Yes," I said, wondering. "What about it?"

He took it from my hand.

"It was a passage in this," he said, "that when I came to realise its meaning, fairly laid me out. And it was just love, Tommy, that brought me to realise it. I was lying me down here. There must have been something providential in that; only the device was that like an ass I didn't keep the discovery to myself. I let another into it, and—by the Lord, here he is!"

As he spoke, a figure dodged from behind a sand dune, and with a great affection of casuality, strolled towards us.

"Morning, Mr. Kent," said the newcomer. Then to me: "Ope I see you well, sir."

He was a little port-nosed creature in a cloth straw hat, with a brown ribbon, and a crimson tie. His face was tallowy, and his manner savoured of the pavement. Kent, to my amazement, immediately introduced him to me.

"This is Mr. Larkins, a second-hand book dealer, whom you may recall having seen at the studio."

To be sure I vaguely recognised him. Kent's collecting vagaries attracted many an odd fowl to Globe Place.

"You are astonished to meet Mr. Larkins here," said my friend; and if there was any mockery in his tone, it was patent only to a refined perception.

"O, I see you don't appreciate what an atmosphere of books engenders. A library is the ante-room to all sorts of surprises and discoveries. Mr. Larkins will tell you of the lost wills, the secret assassinations, the clues to a thousand mysteries that turn up in old folios. He's taking a holiday, five miles away at Felixburgh, by his own account; but I shouldn't be surprised to learn that some deep scheme of treasure-truvs is really at the bottom of his visit."

"You may suppose what you like, Mr. Kent," said the bookseller loftily. "The coast's as free to me as to you, I'll venture."

"With absolute safety, Mr. Larkins. Are you going fishing to-day? The wind is rising a little. It will be better for a sail, I think."

"I think with you, sir," said the stranger, a stubborn, queer look on his face.

"Then," said Kent immediately, "why not join me—us, rather? Miss Lyle and her brother and I are going for a spin."

The bookseller, astonished, but obviously rather came over the cliff and down the ladder George and her father and Johnny. We all turned silent, as they approached, and I fancied I read some common expression of guilt in the faces of two of the newcomers.

"George and General Lyle," said Kent advancing, "this is the gentleman you have noticed so much about the coast lately. He is a friend of mine—Mr. Larkins. Let me introduce him. He will be glad to come with us in the boat."

Larkins ducked with a puzzled but gratified expression. The General, flushing a little, bowed, and Miss Lyle, obviously bewildered, glanced distressfully at me, and murmured something about its being a perfect day for a sail.

I saw I was in the midst of some conspiracy, and that I had at present no part in it but that of genial ignorance. The politeness among all parties was excessive; but I could not guess its import. Johnny, an expert sailor, was despatched in a cobbler for the yawl, which he brought round masterly to the jetty. He was a precocious and handy little demon.

He and the young lady and Mr. Larkins got in, and Kent followed. As they settled themselves and pushed off, I turned dumbly to question the General's face. He was a fine simple old gentleman, with a conservatism that owed nothing to red tape, and the finest collection of "rubbings" from brasses in the county. His staunchness to his word to my friend was latterly I was convinced, much exasperated. It was a party to some conspiracy here, and I was plain that he was an unhappy one. He looked hang-dog and out of his element. I was moved suddenly to say to him:—

"This is the gentleman, I suppose, whom you all suspect of having some claim upon my friend?"

His response was irrelevant and nervous.

"It's working up for a stiff breeze; don't you think so, Mr. Travers? I hope Mr. Larkins is a good sailor."

Then, before I could answer, an odd thing happened. The yawl, its jib and mainmast bellying, was pitching a hundred yards from the jetty, and Kent, who was doing something in the stern, fell overboard. There came a volley of alarmed cries; the boat swept seawards; Kent rose, waved an arm to his companions, signifying that they were not to trouble about him, and struck for the beach. He came ashore, dripping and grinning.

"Kent!" I stammered. "You did it on purpose?"

"O, did I?" he said airily; then added, as enigmatically as his prospective father-in-law: "Johnny won't let him go. He'll be turned him inside out."

"Richard," said the General, patient and gravely: "You will justify me in this inhospitality, I trust."

"That's all right, sir," said Kent, just as soberly. "It was about 'ly necessary to get rid of him before we started on our operations."

"Well," said the old soldier with a sigh, "lead on, sir."

My friend went off at once, pioneering us up the steps, and thence along the lip of the cliff towards the "Laundry Elue." The yawl was already beyond the half; but, even had it not been so, the lift of the ground hid it from us. When I came opposite the great jagged chimney, we descended to the beach once more by way of an irregular path in the steep cliff, whose configurations I made up a screen from observation. At the bottom Kent unearched from a dusty where he had hidden them, a space and a sack, a dynamite cartridge-frag and a considerable coil of quick-firing fuse. He did not hesitate a moment, but, with a manner, in place at the very foot of the tower, where it sprouted from the slope, attached the fuse, and, accompanied by us, reascended the cliff, paying out the coil behind him. Arrived at the top, we crouched behind a projecting hummock.

I was in a maze. My heart thumped like steam in a pipe. But with the General, I awaited developments silently.

"Now!" said Kent, "the moment—the cast of the die! Lie close in God's name!"—and, with the words, applied a match to the fuse. A hiss and splutter went over the cliff edge and vanished; there was an instant's pause, and then a sudden shattering alarm that smote into our hearts from above. A spout of dust went up into the sky before our eyes, and we all leapt to our feet with a forced irresistible cry. Below lay the monster toppled from its base, and where it had stood gaped a jagged hole.

Second, before we could reach him, Kent was down and digging in this hole like a madman.

"Get the maddock, Tommy," he yelled. "Come and—yes—no—My God! My God!"

He fell back gasping, and droveth sweat from his white forehead and staring eyes. We were as sick with excitement now as he was wrought up to wild enthusiasm over some discovery we felt tingling like a baby, as we laid bare, with scarce an effort, a treasure-trove such as his dreams had never in their wildest flights conceived. Ciburiums, chalices, sacramental vessels, candlesticks, a virgin crown, all of antique craftsmanship, of gold and silver repoussé and many thick with priceless stones—more than I have the memory to recount we disinterred from the sand, that had preserved them through these long ages as lustreous as when they were first heaped and tumbled out of sight, and stuffed them down into the sack. Not till we had exhausted the lowest possibilities of discovery did we cease, and, removed our inestimable prize home. And by then the yawl was a mere speck in the offing.

"The explanation is very simple," said Kent an hour later, when we had said Kent our find in safety. "It occurs in this book" (he tapped lovingly the duodecimo of 1608, and went on half quoting, half adapting from its pages), "wherein is related by the Captain—peace to his Manes!—how his wanderings once brought him acquainted, on the Spanish main, with a certain aged priest, who lay a-dying with a heavy burden on his conscience. Which priest, being urged, spoke to the following effect: 'Years before, says he, he had confessed a stricken and penitent sinner, receiving from him an amazing story. This sinner, by his own admittance, had formerly been a monk of St. Sigebert's Priory in Fermoze, near to the time of the threatened destruction; and, foreseeing very clearly the doom of his house, the devil had planted a wicked thought in his heart, already inclined to evil and covetousness. On a night of storm and terror he had stolen the sacramental treasures and sunk them in the Priory well, designing to return, when all had fled, and recover his ill-gotten spoils. The waters, however, unexpectedly subsiding, the exodus was postponed, and the vile deed stultified. But the loss being discovered, though not the treasure, was charged to the Prior's niece, who, lacking the defence of a good character, and in default of

restitution, was burnt for sacrilege in the Lazar ditch. Whereupon, conscience-stricken, the monk had fled, and taken to the high seas, where he became a pirate; and, being presently found at death's door by his brother's iniquity, bid confess to him in his own time to make restitution for him. This, however, the poor priest, having neither the means nor the opportunity to acquit himself of his trust, was prevented from doing, until at the last the roving Captain, having heard his story, undertook to visit the spot and act as his deputy in the matter."

Now honest Aimes, it appears, gave little credence to what he considered a mere delirium or tale of the brain; yet, once, being landed in Suffolk near to the spot named, he did actually take the trouble to examine into the business, but only to find the sea come in. St. Sigebert's, a dying memory, and the one token left of its existence the fragment of a rent chimney under the cliff, and apart from it.

"Under the cliff, and apart from it," repeated Kent at this point, looking at us significantly.

"Yes!" said the General ecstatically. "Kent had earned his title to our homage. 'Well,' said my friend, grinning, 'that satisfied Captain Aimes—at least of the uselessness of looking farther. But it didn't satisfy me. Why not?' I asked, only to urge him on."

"Why, Tommy," said Kent, "what did a chimney do sticking out under a cliff, acres of which cliff on the seaward side had been washed away?"

He jumped to his feet, with a roar.

"It was the well, gentlemen, the well, washed clean out of the ground, standing by the last storm that tore the Priory from under the very feet—if they had remained there—of its devoted brotherhood!"

A magnificent pause followed.

"And where does Mr. Larkins come in?" I asked at length.

Kent burst into a great laugh.

"The cockney? He cried: 'O, the little wessel. Why, I told you I bought the book of it in his shop that morning. Why,' says I to him, gasping over my tremendous idea. 'I believe I can put my hand on this same treasure; I believe I know where the well lies!' and I showed him the passage. By thunder, sir! I never thought he would follow me; but he did, and made no secret of it, the little indomitable rascal. 'A fair field and no favour, sir,' says he. 'It's as much my chance as yours. Then I had to mislead him. I said if there were the sea all off the coast, as if there were my object, with a long plumb; and he went fishing too. He was stuck to it and me, and the truth; but he stuck to me as long as I didn't dare show my hand so long as he was watching. At last, you being he was determined to play my trump, and took the General—to whom I had already given a veiled hint or two—my confidence. General, you will pardon me. You gave me George on trust, sir, and I hope you'll think I've vindicated it. This find, at the least, and all the laws regarded, must mean thousands to us. And it occurred on your land."

"Hi!" came a shrill voice from below: "won't you come and help your friend home, Mr. Dick? He's too hoarse to move."

## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.  
NOTICE TO CONSIGNEES.  
S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, the 27th inst., at 1 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on SATURDAY, the 1st June, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before SATURDAY, the 8th June, otherwise they will not be recognised.

S. MORIMOTO,  
Agent.

Hongkong, 25th May, 1912. [756]

## AMERICAN AND ORIENTAL LINE. NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE"  
FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that an AVERAGE BOND IS LYING AT THE OFFICE OF THE UNDERSIGNED FOR SIGNATURE AND A DEPOSIT OF 5 per cent. is to be made before counter-signing Bills of Lading and that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 5th June, at 9.30 a.m.

No Claims will be recognised after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th June, or they will not be recognised.

No Fire Insurance has been effected.

ARNOLD, KARBURG & Co.,  
General Agents.

Hongkong, 28th May, 1912. [765]

## INTIMATION

## SOLIGNUM.

Made in several shades of Brown, Green and Red.

SOLIGNUM is the best preservative of wood from decay, dry rot and worms. It is easily applied, has great covering power, and possesses antiseptic and disinfecting properties which render it particularly suitable for all woodwork of Hospitals, etc.

SOLIGNUM IS DEATH TO THE WHITE ANT.

The whole of the superstructural woodwork of the New Star Ferry Pier at Hongkong has been treated with "Solignum."

Solo Agents for Hongkong, Canton and South China:  
**STEMSSEN & Co.,**  
(MACHINERY DEPT.),  
HONGKONG AND CANTON.

## NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.  
THE Steamship  
"PRINZ SIGISMUND,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 9.30 a.m.

All Claims must reach us before the 10th June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co.,  
General Agents.

Hongkong, 27th May, 1912. [5]

## FROM EUROPE.

THE H.A.L. Steamship  
"ALEXIA,"  
Captain Habel, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th June, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex s.s. "Warner" from Norrköping.  
Ex s.s. "Malaga" from Göteborg.  
Ex s.s. "Kurt" from Stockholm.  
Ex s.s. "Fransiska" from Stettin.  
Ex s.s. "Norge" from Göteborg.  
HAMBURG-AMERICA LINE E,  
Hongkong Office.

Hongkong, 29th May, 1912. [767]

## NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.  
THE Steamship  
"DERFFLINGER,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th June, at 9.30 a.m.

All Claims must reach us before the 12th June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:  
Ex s.s. "Dandolo" from Venice.  
Ex s.s. "G. Warmann" from Africa.  
NORDEUTSCHER LLOYD, MELCHERS & Co.,  
General Agents.

Hongkong, 29th May, 1912. [5]

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship  
"DILWARA,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,  
Agents.

Hongkong, 30th May, 1912. [769]

## SHIPPING IN PORT.

STEAMERS.

ALAN, British str., 4,477, Williamson, 26th May—Liverpool and Singapore 29th May, General.—Butterfield & Swire.

ALESIA, German str., 3,528, Habel, 26th May—Singapore 29th May, General.—Hamburg-America Line.

ANGHIN, German str., 1,005, O. Kumpel, 27th May—Bangkok and Swatow 30th May, Rice.—Butterfield & Swire.

ARCADIA, German str., 3,900, A. Luning, 28th May—Hankow 30th May, General.—Hamburg-America Line.

CARL DIEDERICHSEN, German str., 774, CR. Jorgensen, 27th May—Hohow 28th May, Coal and General.—Jensen & Co.

CATHERINE APGAR, British str., 1,730, E. W. Hamlyn, 27th May—Calcutta 11th May, General.—David Sassoon & Co.

CHIYUN, Chinese str., 1,177, Jamieson, 26th May—Shanghai 22nd May, General.—Chinese.

CHRYSEAS, British str., 1,222, M. Courtney, 21st May—Shanghai 17th May, General.—Jardine, Matheson & Co.

CHUNSHAN, British str., 1,418, G. P. Mattock, 27th May—Hongkong 28th May, Coal.—Jardine, Matheson & Co.

DAIO MARU, Japanese str., 804, Y. Somekawa, 26th May—Swatow 28th May, General.—Osaka Shosen Kaisha.

DIWANA, British str., 3,460, W. J. Bishop, 30th May—Moji 28th May, General.—David Sassoon & Co., Ltd.

DUNERIE, British str., 1,210, John J. Lalock, 26th May—Kobe 22nd May, None.—Bank Line, Ltd.

ERYKON, Norwegian str., 1,344, Argenson, 26th May—Newchwang 14th May, —Mitsui Bussan Kaisha.

EXPLETIA, British str., 2,657, E. Jones, 23rd May—Shanghai 20th May, Ballast.—Asiatic Petroleum Co.

FAZILEK, British str., 4,152, W. E. Whittingham, s.s., 30th May—Moji 28th May, General.—Jardine, Matheson & Co.

GIANTALLOU, British str., 1,424, V. van Egdom, 30th May—Singapore 24th May, General.—Chinese.

HANGANG, British str., 1,356, S. Wilde, 26th May—Shanghai 22nd May, General.—Jardine, Matheson & Co.

HALONIS, Dutch str., 1,670, P. Fries, 26th May—Singapore 14th May, Bulk Oil.—Asiatic Petroleum Co.

HONGKONG, French str., 738, A. Cornet, 26th May—Haiphong 22nd May, Rice and General.—A. R. Marty.

JOHANN, German str., 764, H. Inland, 26th May—Haiphong and Heihow 28th May, Rice and General.—Jensen & Co.

KAMAKURA MARU, Japanese str., 3,123, K. Soyeda, 26th May—Seattle 23rd April, Flour and General.—Nippon Yusen Kaisha.

KOFU MARU, Japanese str., 2,836, O. A. Cowin, 26th May—Mike 22nd May, Coal.—Mitsui Bussan Kaisha.

KWANGSIE, British str., 1,296, C. Plunket, 26th May—Singapore 14th May, General.—Butterfield & Swire.



# THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C.  
SEATTLE &  
PORTLAND (Or.),  
VIA  
SHANGHAI AND JAPANESE PORTS.  
CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA. For VICTORIA, VANCOUVER,  
SEATTLE, TACOMA AND  
PORTLAND (Or.).

ORTERIC ..... 7th June ORTERIC ..... 7th June

To be followed by other Steamers of the Company at  
regular intervals.  
Calling at AMOY and KEELUNG if sufficient  
inducement offered.  
The BANK LINE Steamers are of the Newest Design,  
have most Commodious Accommodation, and are fitted with  
Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.  
Telephone No. 180. KING'S BUILDING, PRINCE CENTRAL

## ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the  
quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNERIO ..... 3,000 tons ..... End of May, 1912.

And regularly thereafter.  
For Rates of Freight or Passage, apply to—

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:  
10th June.

For Rates and Further Information, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.  
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
at CALCUTTA.

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THE BANK LINE, LIMITED,  
MANAGING AGENTS. (42-43-44)

## GOING HOME.

A HOLIDAY AT HOME, AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

### WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

### AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular,  
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERFIA	9,000	"	TUESDAY, 11th June, at 1 P.M.
KOPEA	18,000	"	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 2nd July, at 1 P.M.
CHINA	18,000	"	TUESDAY, 9th July, at 1 P.M.
MANCHURIA	27,000	"	TUESDAY, 16th July, at 1 P.M.
NIE	11,000	"	TUESDAY, 30th July, at 1 P.M.
MONGOLIA	27,000	"	TUESDAY, 6th Aug., at 1 P.M.
PERFIA	9,000	"	TUESDAY, 27th Aug., at 1 P.M.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG  
SATURDAY, 1st JUNE, 1912.  
8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
10 p.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

SUNDAY, 2nd JUNE, 1912.  
10 p.m. "FATSHAN." 4 p.m. "HEUNGSHAN."

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 3 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSIONS TO MACAO.

SUNDAY, 2nd JUNE.

The Company's Steamship "HEUNGSHAN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
Departure from Macao at 3 p.m., landing at Canton Steamers' Wharf.  
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

MONDAY, 3rd JUNE.

The Company's Steamship

"SUI AN,"

Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. from Wing Lok  
Street Wharf, and returning from Macao at 4 p.m. Usual Excursion Fare.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUHOW LINE.

S.S. "SAINAM," 538 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANULI." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions (First Floor), opposite the Blake Pier. (143)

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	On 29th June.

For Freight and Further Particulars, apply to  
ARTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ROBI	4000	S. A. Crosby	Manila, Mangarin, Hollo and Cebu	On 10th June, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hollo and Cebu	On 20th June, 4 P.M.

For Freight or Passage, apply to  
HONGKONG 1st June, 1912. SHEWAN TOMES & Co., General Managers,  
PHILIPPINES S.S. Co. (113)



**TOYO KISEN KAISHA**  
TRANS-PACIFIC  
WESTERN PACIFIC  
DENVER AND RIO GRANDE  
TRANS-CONTINENTAL  
**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.  
S.S. TENYO MARU ..... 21,000 tons.  
S.S. CHIYO MARU ..... 21,000 tons.  
S.S. SHINYO MARU ..... 21,000 tons.

S.S. NIPPON MARU ..... 11,000 tons. (INTERMEDIATE.)  
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.  
Through Standard Sleepers.  
Through Tourist Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers)  
and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 625.

C. LACY GOODRICH,  
GENERAL ORIENTAL AGENT,  
17, WATER STREET, YOKOHAMA,  
AND KING'S BUILDING, HONGKONG

## RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at  
Hongkong according to the dates of sailing printed below.  
First-class steamers manned by European crews only.

Low passage rates.  
Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and  
fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and  
medicaments free.

### PROJECTED SAILINGS FROM HONGKONG:

HOMEWARD.	OUTWARD.
VIA	VIA
SINGAPORE, PENANG, COLOMBO, JIBUTI, HODEIDA, JEDA, PORT-SAID, BETHOUT, CONSTANTINOPLE, THEODOSIA, BATOUK, ODESSA.	NAGARAKI, VLADIVOSTOK.
S. S.	S. S.
"KOURSK," 6,400 R.T., Commander G. Padalka, 16-17 June.	"PERM," 4,143 R.T., Commander J. Kahlan, 13-14 June.
"PERM," 4,149 R.T., Commander J. Kahlan, 27-28 July.	"MOHILEV," 6,200 R.T., Commander J. Stetky, 14-15 July.
"NIJINI-NOVGOROD," 3,367 R.T., Commander S. Kostromitsoff, 10-11 Sept.	"NIJINI-NOVGOROD," 3,367 R.T., Com- mander S. Kostromitsoff, 8-9 Aug.
"VORONEJ," 5,616 R.T., Commander Ret. Rear Admiral P. Oranovsky, 5-6 Oct.	"VORONEJ," 5,616 R.T., Commander Ret. Rear Admiral P. Oranovsky, 3-4 Sept.
"KOSTROMA," 3,505 R.T., Commander V. Petroff-Tokareff, 31 Oct.-1 Nov.	"KOSTROMA," 3,505 R.T., Commander V. Petroff-Tokareff, 29-30 Sept.
"OLAV," 4,494 R.T., Commander ex-off, 23-24 Nov.	"YAROSLAVL," 4,494 R.T., Commander- L. Alexoff, 22-23 Oct.
"KOURSK," 6,400 R.T., Commander G. Padalka, 21-22 Dec.	"KOURSK," 6,400 R.T., Commander G. Padalka, 22-23 Nov.
	"PERM," 4,142 R.T., Commander J. Kahlan, 12-13 Dec.
	"VLADIMIR," 2,620 R.T., Commander Ret. Rear Admiral J. Skalsky, 25-26 Dec.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-  
Tsuruga and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express  
Trains. Also a line between Vladivostok and Kamohatka and Saghalin ports.  
For Freight, passages and further particulars, apply to  
CAPTAIN D. A. LUKHMANOFF, AGENT,  
HOTEL MANSIONS, Nos. 12/A and 14, Third Floor.

717 TELEPHONE No. 1224.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY EAST DIRECT SERVICE TO TRIESTE.  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZE AND PORT SAID.  
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 6 p.m.

TO SHANGHAI.  
S.S. "AFRICA," 8,840 tons, will leave as above on 4th June, at Daylight.  
Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap  
rates, Hongkong-Trieste Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside  
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

### MONTHLY ORDINARY SERVICE.

These steamers are fitted with comfortable one class accommodation for saloon-  
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,  
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to  
SANDER, WIELER & Co., Agents,  
Princes' Building. (155)

Hongkong, 31st May, 1912

### CHURCH SERVICES.

UNION CHURCH.—Kennedy Road, Minister,  
Rev. C. H. Hickling. 11 a.m.: Worship,  
Hymns 20, 225, 477; Chant 26; Anthem,  
"Leave us not" (Stainer). 6 p.m.: Psalm 100;  
Hymns 253, 273, 264, 272.  
St. JOHN'S CATHEDRAL, Hongkong, 2nd  
June, Trinity Sunday. Holy Communion  
(7 a.m. and 8.15 a.m.). Matins 11 a.m.;  
(Full Choir). Responses, Festival; Veni  
Goss; Psalms of the 2nd morning (1); Te  
Deum, Stanford in B. flat; Jubilate, Ayrton in  
E.; Anthem, "Holy, holy, holy," Stanford.  
Holy Communion (11.45 a.m.). Kyrie, Sten-  
ford; Hymns 169, 160. N.B.—Psalm, 9, verses  
1, 2, 7, 8, 19, 20 in unison; 10 verses 1, 2, 7, 10,  
13, 14, 20 in unison; 11, verses 1, 7, G. P. in  
unison; Hymn 160, verses 2, 4 in unison.  
Evening (6.45 p.m.): Responses, Festival;  
Psalms of the 2nd evening (1); Magnificat,  
Haverall (7th evening); Nunc Dimittis, Fe-  
ton; Hymns 163, 36, 161.  
St. ANDREW CHURCH, Kowloon.—Sunday,  
2nd June, 1912. (11 a.m.) Morning Prayer,  
Hymns 160; Venite, 11 Day Goss; Psalm, 2nd  
Morning; Psalm, 113, Oakley; Benediction,  
Langdon; Kyrie, No. 4; Responses, F. stal;  
Hymns 163, 161, 172. Holy Communion at  
Noon. (6.00 p.m.) Evening Prayer, Hymn,  
176; Psalms, 2nd Evening; Psalm, XII and  
XIII, Turle; XIV, Blinoff; Magnificat,  
Haraby, Day 28 m.p.; Hymns 164, 217, 179;  
Vesper Hymn.

### WEATHER REPORT.

On the 31st at 11.40 a.m.—Fath depre-  
sions have moved Eastward, the first to the N.E.  
of Hokkaido, the second to the Leucobos

Pressure has, in consequence, decreased  
moderately over these districts and is now set-  
tling over Manchuria and along the E. coast of China.  
pressure has also decreased slightly over Indo-  
China and the Philippines.

Light or variable winds may be expected  
along the East coast of China, and the  
Eastern portion of the China Sea.

Hongkong rainfall for 24 hours ending at  
10 a.m. to-day, 0.12 inches.

The forecast for the 24 hours ending at noon  
to-day is as follows:

DISTRICT	FORECAST.
Hongkong & Neighbourhood	(Variable winds, moderate.)
Formosa Channel	"
South coast of China between Hongkong and Lianhok.	Same as No. 1.
South coast of China between S. winds, light Hongkong and Hainan	to moderate.
S.W. or variable winds, light; fair to stormy.	

### NOTHING BETTER FOR THE SEASON! JUST RECEIVED.

### STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers  
and Fancy.

Finest Muslins, Plain and  
Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for  
Quality, Style and Prices.

HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central,  
Corner of Zealand Street, Hongkong.  
Hongkong, 13th May, 1912. (50)

### FOR SALE

BUILDING SITE FOR SALE.  
MOUNT GOUGH ROAD AT THE PEAK.

A SITE already formed—about 20,500 feet,  
15 minutes from Tram Station, practically  
on the level the whole way. No Crown rent.  
Unique opportunity for acquiring a cheap site.  
Apply to—

LEIGH & ORANGE,  
Princes' Building,  
Hongkong, 31st May, 1912. (775)

A BIG PIECE OF LAND  
FOR SALE.

A Piece of LAND situated in the Yunnan  
Province, in the District of Mung Tse,  
opposite the East Gate, surrounded with Trees.  
Apply to—

ME. OUYANG YING HON,  
Office, WING ON CO.,  
209, Des Vaux Road,  
Hongkong.  
Hongkong, 15th May, 1912. (714)

## GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).  
Dealers in  
POSTAGE STAMPS, VIEW POST  
CARDS, FLOWER SEEDS,  
CIGARS, BOOKS, TOYS, &c.  
Just Received a Fine Selection of  
BABY DOLLS.

Also for Sale  
A few rare Yunnan Provisional Stamps of  
1 cent POSTAL, 2 cent and 5 cent  
surcharged Out Stamps.

452

### LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Nikko Maru* (Austra-  
lian Line) left Nagasaki for this port on  
the 31st May, and is expected here on  
the 4th June.

The N.Y.K. str. *Kitany Maru* (Euro-  
pean Line) left Shanghai for this port  
on the 31st May, and is expected here on  
the 3rd June.

The N.Y.K. str. *Tanaka Maru* (Euro-  
pean Line) left Singapore for this port  
on the 29th May, and is expected here  
on the 4th June.

The N.Y.K. str. *Tamba Maru* (Ameri-  
can Line) left Kobe for this port via  
Moji and Shanghai on the 31st May, and  
is expected here on the 9th June.

The N.Y.K. str. *Jinsen Maru* (Calcutta  
Line) left Singapore for this port on the  
27th May, and is expected here on the  
2nd June.

The N.Y.K. str. *Kirin Maru* (Calcutta  
Line) left Kobe for this port via Moji  
on the 31st May, and is expected here  
on the 7th June.

The N.Y.K. str. *Bombay Maru* (Bom-  
bay Line) left Kobe for this port via  
Moji on the 31st May, and is expected  
here on the 7th June.

The N.Y.K. str. *Sagami Maru* left Singapore  
on the 30th May, p.m., and may be ex-  
pected here on or about the 5th June,  
a.m.

### PASSENGERS.

ARRIVED.

Per *Chipsong*, from Tientsin, Lieut.  
Dryer.

Per *Kaifong*, from Manila, Mr. Bury,  
Messrs. A. and R. Ramos, Mr. and Mrs.  
Haskell, Mr. W. J. Kutz, Mr. G. O.  
Wagerrell, Mr. and Mrs. T. W. Howe,  
Mr. and Mrs. A. Fiske and child, Mr.  
T. Velasquez, Mr. Brown and baby,  
Misses R. R. and M. R. Joslin and Mr.  
T. E. Eaglesonne.



## SHIPPING

**ARRIVAL.**  
**BUELOW**, German str., 3,000, H. Formes, 31st May—Shanghai and Hongkong, Gen. Agent—Melchers & Co.  
**O. DIEHLHAGEN**, German str., 31st May—  
**CHIPPING**, British str., 1,100, Moonoy, 30th May—Tientsin and Hongkong, General—Jardine, Matheson & Co.  
**HAINUN**, British str., 641, A. Stewart, 31st May—Swatow and Hongkong, General—Douglas, Lapraik & Co.  
**HELEN**, German str., 7th, Jesson, 31st May—Hankow, 20th May, Rice and Sugar—Jensen & Co.  
**HUROHIMA MARU**, Japanese str., 2,035, S. Hirase, 31st May—Moji 26th May, General—Nippon Yusen Kaisha.  
**KARONG**, British str., 987, J. V. Sidford, 31st May—Manila 26th May, General—Butterfield & Swire.  
**LIANAN**, British str., 31st May—Canton, 31st May—Manila 26th May, General—S. Horiye, 30th May—Moji 21st May, General—Mitsui Bussan Kaisha.

## CARGOES.

**AT THE HARBOR MASTER'S OFFICE.**  
 31st May  
**BUELOW**, German str., for Europe.  
**CHIPPING**, British str., for Canton.  
**DUNERIE**, British str., for Singapore.  
**FAZILKA**, British str., for Rangoon.  
**GLENFALCON**, British str., for Amoy.  
**HUROHIMA MARU**, Jap. str., for Canton.  
**KOBE MARU**, Japanese str., for Moji.  
**POHONG**, German str., for Swatow.  
**PRINCE**, Norwegian str., for Haiphong.

## DEPARTURES.

31st May  
**ALESIA**, German str., for Yokohama.  
**ANDRIE RICKERS**, Ger. str., for Kobe.  
**E. F. FEINLAND**, Ger. str., for Spore.  
**HAINUN**, British str., for Swatow.  
**HALVARD**, German str., for Bangkok.  
**FUKU MARU**, Japanese str., for Watsui.  
**KATIE**, German str., for Amoy.  
**PERISA**, Austrian str., for Yokohama.  
**ROKONAN MARU**, Jap. str., for Fochow.  
**SENGKONG**, British str., for Haiphong.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
 The P.M. str. *Persia* due to arrive at Hongkong on the 3rd June, between 4 and 6 a.m.  
 The P.M. str. *Korea* from San Francisco sailed from Yokohama on the 26th May (carrying U.S. mails), en route to Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 10th June.  
 The P.M. str. *Siberia* left San Francisco on the 20th May, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 21st June.

**THE AUSTRALIAN MAIL.**  
 The E. & A. str. *Empire* from Sydney, etc., left Port Darwin on the 23rd May, for Manila and this port.

The E. & A. str. *Adenham* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).

**THE CANADIAN MAIL.**  
 The U.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd May, a.m.

**MERCHANT STEAMERS.**  
 The P. & O. str. *Sinla* left Singapore for this port on the 29th May, at 6 a.m., and is due here on the 2nd June, at 8 a.m.

The *Apur* str. *Arcton* from Kobe left Moji on the 29th May, p.m., and may be expected here on or about the 2nd June.

The A.L. str. *Africa* left Singapore for this port on the 29th May, and will arrive here on the 3rd June.

The str. *Japan*, from Calcutta, left Singapore on the 29th May, p.m., and may be expected here on or about the 4th June.

**SWIRE LINE.**  
*Kwangyang*, from Shanghai, is due in Hongkong 2nd June.  
*Manmouthshire*, from London, is due in Hongkong 3rd June.  
*Namsang*, from Calcutta, is due in Hongkong 10th June.

**BRITISH INDIA STEAM NAVIGATION CO., LTD.**  
*Muttra*, from Rangoon, is due in Hongkong 7th June.

The "Mogul Line" str. *Atholl* left the United Kingdom on the 26th May, for Hongkong via the Straits.

The "Ben Line" str. *Beneuch* from Antwerp, Middlesbrough and London left Singapore on the 29th May for this port.

The str. *Indra* passed the Suez Canal on the 10th May, and is due here on or about 6th June.

The str. *Glenroy* passed the Suez Canal on the 10th May, and is due here on or about 8th June.

The American & Manchurian Line str. *Kanaka* passed the Suez Canal on the 21st May, and is due here on or about 19th June.

The T.K. str. *Kipa Maru* sailed from Valparaiso, Chile, on the 8th May for Hongkong and is expected here on the 28th July.

The Swedish East Asiatic str. *Canton* left Suez on the 29th May, and is expected here on or about the 29th June.

## HONGKONG TIDE TABLE.

From 1st to 7th June, 1912.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Sat	1	h. m. 9 7	ft. in. 7 2	h. m. 2 46	ft. in. 3 2
Sun	2	h. m. 9 35	ft. in. 7 3	h. m. 3 16	ft. in. 3 4
Mon	3	h. m. 10 5	ft. in. 7 2	h. m. 4 52	ft. in. 0 6
Tues	4	No infer. 10 38	ft. in. 7 0	No low water	ft. in. 1 0
Wed	5	No infer. 11 15	ft. in. 6 6	No low water	ft. in. 1 2
Thurs	6	No infer. 11 53	ft. in. 6 2	No low water	ft. in. 1 4
Fri	7	No infer. 12 30	ft. in. 5 8	No low water	ft. in. 1 6

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATIONS.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON & ANTWERP	GLENFALCON	Brit. str.	—	Jas. McGillivray	SHEWAN TOMES & Co., Ltd.	On 5th inst.	
LONDON & ANTWERP	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.	
LONDON & ANTWERP	SYDIA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 17th inst.	
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	Brehmer	JARDINE, MATHESON & Co., Ltd.	About 30th inst.	
ROTTERDAM, HAMBURG & ANTWERP	BAYERN	Ger. str.	k. w.	E. E. Cope	HAMBURG-AMERICA LINE	On 18th inst.	
ROTTERDAM, HAMBURG & ANTWERP	SCANDIA	Ger. str.	k. w.	K. E. Cope	HAMBURG-AMERICA LINE	On 29th inst.	
ROTTERDAM, HAMBURG & ANTWERP	ALBIS	Ger. str.	k. w.	K. E. Cope	HAMBURG-AMERICA LINE	On 29th inst.	
ROTTERDAM, HAMBURG & ANTWERP	STIKORA	Ger. str.	k. w.	K. E. Cope	HAMBURG-AMERICA LINE	On 29th inst.	
ROTTERDAM, HAMBURG & ANTWERP	KIPANO MARU	Jap. str.	—	Heller	NIPPON YUSEN KAISHA	On 5th inst., at D'light.	
ROTTERDAM, HAMBURG & ANTWERP	ANDALUSIA	Ger. str.	k. w.	Metzentlin	HAMBURG-AMERICA LINE	On 13th inst.	
ROTTERDAM, HAMBURG & ANTWERP	LIBERIA	Ger. str.	k. w.	K. Boyeda	HAMBURG-AMERICA LINE	On 28th inst.	
ROTTERDAM, HAMBURG & ANTWERP	KAMAMURA MARU	Jap. str.	—	H. Formes	NIPPON YUSEN KAISHA	On 4th inst., at 4 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHICAGO MARU	Jap. str.	—	W. Davison	NIPPON YUSEN KAISHA	On 13th inst., at 1 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CANADA MARU	Jap. str.	—	E. Bent	OSAKA SHOSHEN KAISHA	On 25th inst., at 1 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	BUELOW	Ger. str.	—	M. Yagi	MELCHERS & Co., Ltd.	On 1st inst., at 9 a.m.	
ROTTERDAM, HAMBURG & ANTWERP	LOTHIAN	Brit. str.	—	D. Lenz	DODWELL & Co., Ltd.	About 15th inst.	
ROTTERDAM, HAMBURG & ANTWERP	VALON HALL	Brit. str.	—	H. Carey	SHEWAN TOMES & Co., Ltd.	About 6th inst.	
ROTTERDAM, HAMBURG & ANTWERP	MONTAGUE	Brit. str.	2 m.	E. W. Hamlyn	CANADIAN PACIFIC RAILWAY	To-day, at 6 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	ORFELIC	Brit. str.	2 m.	M. Minchida	THE BANK LINE LIMITED	On 7th inst.	
ROTTERDAM, HAMBURG & ANTWERP	EMPEROR OF INDIA	Brit. str.	—	K. Kawan	CANADIAN PACIFIC RAILWAY	On 22nd inst., at 6 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	TENYO MARU	Jap. str.	—	H. Bremer	TOYO KAISEN KAISHA	On 4th inst., at Noon.	
ROTTERDAM, HAMBURG & ANTWERP	PERISA	Am. str.	—	M. Winkler	PACIFIC MAIL S.S. CO.	On 11th inst., at 1 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	KOREA	Am. str.	—	Van D. Jellink	PACIFIC MAIL S.S. CO.	On 18th inst., at 1 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	ALBIS	Ger. str.	—	E. Moorey	GIBBS, LIVINGSTON & Co.	On 6th inst.	
ROTTERDAM, HAMBURG & ANTWERP	NIKKO MARU	Jap. str.	—	C. C. Williams	NIPPON YUSEN KAISHA	On 15th inst., at 10 a.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	Spencer Wilde	NIPPON YUSEN KAISHA	On 7th inst., at Noon.	
ROTTERDAM, HAMBURG & ANTWERP	HONGKONG MARU	Jap. str.	—	C. D. Goldsmith, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	MUTTRA	Brit. str.	—	N. Nielsen	BUTTERFIELD & SWIRE	To-day, at M'night.	
ROTTERDAM, HAMBURG & ANTWERP	CATHERINE APCAR	Brit. str.	—	Benson	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.	
ROTTERDAM, HAMBURG & ANTWERP	JINSEI MARU	Jap. str.	—	S. Barham	P. & O. S. N. Co.	On 3rd inst., at D'light.	
ROTTERDAM, HAMBURG & ANTWERP	TANGU MARU	Jap. str.	—	J. B. Harrie	SANDER, WILKES & Co.	On 4th inst., at D'light.	
ROTTERDAM, HAMBURG & ANTWERP	PRINCE WALDEMAR	Ger. str.	—	G. M. B. Lake	NIPPON YUSEN KAISHA	On 5th inst.	
ROTTERDAM, HAMBURG & ANTWERP	KUMANO MARU	Jap. str.	—	E. Malchow	BUTTERFIELD & SWIRE	On 6th inst.	
ROTTERDAM, HAMBURG & ANTWERP	YUJIWONG	Jap. str.	—	Houman	JARDINE, MATHESON & Co., Ltd.	About 7th inst.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	S. A. Crosby	BUTTERFIELD & SWIRE	On 8th inst., at M'night.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	J. B. v. Damme Jellink	MELCHERS & Co., Ltd.	About 13th inst.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	W. J. Bishop	ARTHUR NIELSEN & Co.	On 29th inst.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	T. A. Mitchell	JAVA-CHINA-JAPAN LINE	Quick despatch.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	Weigall	OSAKA SHOSHEN KAISHA	On 5th inst., at Noon.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	F. Semblit	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—	E. de Catalano	DOUGLAS LAFRAIR & Co.	To-morrow, at 10 a.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		DOUGLAS LAFRAIR & Co.	On 4th inst., at 11 a.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		DOUGLAS LAFRAIR & Co.	On 7th inst., at 11 a.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 11 a.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		BUTTERFIELD & SWIRE	To-day, at 2 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		JARDINE, MATHESON & Co., Ltd.	On 4th inst., at 4 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 2 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		SHEWAN TOMES & Co.	On 10th inst., at 4 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		SHEWAN TOMES & Co.	On 20th inst., at 4 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		NIPPON YUSEN KAISHA	Quick despatch.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		NIPPON YUSEN KAISHA	To-day.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		DAVID SASSOON & Co., Ltd.	On 4th inst., at 3 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		JARDINE, MATHESON & Co., Ltd.	On 5th inst., at 4 p.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		MELCHERS & Co., Ltd.	Middle of June.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		BUTTERFIELD & SWIRE	On 6th inst., at 9 a.m.	
ROTTERDAM, HAMBURG & ANTWERP	CHIKUHO	Jap. str.	—		MAGNETS MARTINE	On 5th inst., at 9 a.m.	

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	DATE OF DEPARTURE
MANILA	"YUENANG"	Saturday, 1st June, 2 p.m.
SHANGHAI via SWATOW	"HANGSANG"	Sunday, 2nd June, D'light.
TIENSIN via WEIHAIWEI	"CHIPPING"	Tuesday, 4th June, Noon.
SANDAKAN	"MAUSANG"	Wednesday, 5th June, 4 p.m.
SHANGHAI, KOBE & MOJI	"LOONGSANG"	Saturday, 8th June, 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 10th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 13th June, Noon.

**RETURN TOURS TO JAPAN.**  
 (OCCUPYING 24 DAYS).  
 The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
 These vessels have all modern improvements and are fitted throughout with Electric Light.  
 A duly qualified surgeon is also carried.  
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chafco, Hainan and Newchwang.  
 Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simpona, Tawao, Sabana, Jesselton and Labuan.  
 Telephone No. 215, Sub. Exch. 4.  
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.**,  
 HONGKONG, 1st June, 1912. **GENERAL MANAGERS.** 15

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

**EASTWARD.**  
 The S.S. "MUTTRA," 4,644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBE on 7th June, at Noon, to be followed on 15th June, by S.S. "FULTALA," 4,154 tons, Captain Chidley, taking Cargo and Passengers at Current Rates.

**WESTWARD.**  
 The S.S. "FAZILKA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on 1st June, at Noon, followed by the S.S. "ITOLA" on 10th June, taking Cargo and Passengers at Current Rates.  
 The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.  
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.**,  
 Telephone No. 215, HONGKONG, 20th May, 1912. **AGENTS.** 297

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STRAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"MONMOUTHSHIRE"	About 7th June.
LONDON, ROTTERDAM & ANTWERP	"DENBIGHSHIRE"	About 30th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.  
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.**,  
 HONGKONG, 1st June, 1912. **AGENTS.** 59

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.

FOR LIVERPOOL.

1912	1912
"MONTEAGLE" SAT., 1st June.	"EMPEROR OF BRITAIN" FRI., 28th June.
"EMPEROR OF INDIA" SAT., 22nd June.	"ALLAN LINE" FRI., 19th July.
"EMPEROR OF JAPAN" SAT., 13th July.	"EMPEROR OF IRELAND" FRI., 9th Aug.
"MONTEAGLE" SAT., 3rd Aug.	"ALLAN LINE" FRI., 30th Aug.

Steamships leave HONGKONG at 6 p.m.  
 The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.  
 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate Steamship) £43 ..... £45.  
 "Monteagle" )  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the Atlantic Continent by Canadian Pacific direct Line.  
 "EMPEROR OF INDIA" also Intermediate Passengers only, at Intermediate rates.  
 \*Offering superior accommodation for that class.  
 Passengers booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to **D. W. CRADDOCK**, General Traffic Agent for China, Corner Polder Street and Praya opposite Blake Pier.

## NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR

STAMERS

TONS

TO SAIL.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.

SHANGHAI, NAGASAKI, KOBE, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.

KOBE and YOKOHAMA.

KUDAT and SANDAKAN.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to **NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.** 5

Hongkong, 31st May, 1912.

## VESSELS ON THE BERTH

FOR KOBE AND MOJI.

THE Steamship

"CATHERINE APCAR."  
 Captain E. W. Hamlyn, will be despatched for the above Ports TO-DAY, the 1st June, at Noon.  
 The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.  
 Return tickets are available by the India China Steam Navigation Co's Steamers.  
 Fare for round trip \$120.  
 For Freight or Passage, apply to **DAVID SASSOON & Co., LTD.**,  
 Agents.  
 Hongkong, 31st May, 1912. 760

## RUSSIAN VOLUNTEER FLEET.

THE Steamship

"EKATERINOSLAVL."  
 6,581 Tons.  
 Commander O. Tiedeman.  
 Expected at HONGKONG, SUNDAY, 2nd June.  
 After discharging Hongkong Cargo will be ready to load for ODESSA via SINGAPORE, PENANG, CO



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SIMLA AND YOKOHAMA	SIMLA Capt. C. D. Goldsmith R.N.R.	Daylight, 3rd June.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 6th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon, 8th June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Farrow	About 17th June.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent

Hongkong, 30th May, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY, NINGPO and SHANGHAI	"ICHANG"	On 1st June, 4 P.M.
SHANGHAI	"LINAN"	On 1st June, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th June, 4 P.M.
HAIPHONG	"SINGAN"	On 6th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 8th June, 4 P.M.
SHANGHAI	"ANHUI"	On 10th June, 4 P.M.
WEIHAIWEI, TIENSIN	"HUICHOW"	On 10th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murrey Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 1st June 1912.

BUTTERFIELD & SWIRE,  
AGENTS

# HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SEGOVIA	6th June.
S.S. SILESIA	30th June.
S.S. FUERST BUELOW	27th June.
S.S. GLODENFELS	14th July.
S.S. SUEVIA	29th July.

For Further Particulars, apply to—

### HOMeward.

For MARSEILLES, HAVRE & HAMBURG:	S.S. SITHONIA	3rd June.
For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	6th June.
For MARSEILLES, HAMBURG & ANTWERP:	S.S. ANDALUSIA	13th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BAYERN	18th June.
For MARSEILLES, HAVRE & HAMBURG:	S.S. LIBERIA	28th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. EADENIA	29th June.
For HAVRE, BREMEN & HAMBURG:	S.S. ALESIA	2nd July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

H. K. 1st June, 1912.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

### MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 31st May.	On 6th June.
EMPIRE	On 22nd June.	On 20th July.
ST. ALBANS	On 22nd June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR

### SWATOW, AMOY AND FOCHOW

#### AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	TUESDAY, 4th June, at 11 A.M.
"HAITANG"	Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 11th June, at 11 A.M.

### FOR "SWATOW" AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. B. Stewart	SUNDAY, 2nd June, at 10 A.M.
"HAIYANG"	Capt. J. W. Evans	WEDNESDAY, 5th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Police Station). During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 1st June, 1912.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE

### TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

### "NIPPON MARU."

INTERMEDIATE STEAMER.  
Speed 18 KNOTS, Displacement 11,000 TONS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Bent	TUESDAY, 4th June, Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 4th June, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

247]

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—  
From Manila ..... G. \$130.00  
From Hongkong, Shanghai and Keelung ..... G. \$110.00  
From Nagasaki, Moji, Kobe and Yokohama ..... G. \$ 95.00  
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ..... G. \$110.00

The Co.'s Newly Built Steamers have fast speed. Superior accommodation forsteerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Luggage and Parcels. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSAI VIA SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 2nd June, at Noon.
FOOCHOW VIA SWATOW and AMOY	"KAJO MARU"	WEDNESDAY, 5th June, at Noon.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

778.7

S. HIROI,  
MANAGER

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

### TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for  
KWANG CHOW WANG AND HAIPHONG,  
on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

### HOMeward PASSENGER SEASON, 1912.

### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due	
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH	
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)	
Steamer	Tons	Steamer	Tons		
DELTA .....	8000	MACEDONIA .....	10500	SUNDAY July 7	SATURDAY July 13
ARCADIA .....	7000	MOREA .....	11000	July 21	July 27
ASSAYE .....	7500	MARMORA .....	10500	Aug. 4	Aug. 10
DEVANHA .....	8000	MOLDAVIA .....	10500	Aug. 18	Aug. 24
DELTA .....	8000	MALOA .....	12500	Sept. 1	Sept. 7
EGYPT .....	8000	MONGOLIA .....	11000	Sept. 15	Sept. 21
ARCADIA .....	7000	MEDINA .....	12500	SATURDAY Sept. 23	FRIDAY Sept. 29
ASSAYE .....	7500	MALWA .....	11000	Oct. 12	Oct. 18
DEVANHA .....	8000	MOOLTAN .....	10000	Oct. 26	Oct. 31
INDIA .....	8000	MACEDONIA .....	10500	Nov. 9	Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £21.10 SINGLE £106.14 RETURN.  
2nd " £13.10 " £72.12 " "  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave		Due	
	HONGKONG		LONDON	
	Tonnage	about		about
SYRIA	7000	June 17	August 2	
NORE	7000	June 26	August 16	
SIMLA	6000	July 10	August 24	
NUBIA	6000	September 4	October 19	
SARDINIA	7000	September 18	November 2	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.  
FARES TO LONDON:  
1st SALOON £33.0 SINGLE £22.10 RETURN.  
2nd " £23.10 " £17.4 " "  
For further Particulars, apply to—

H. W. D. SHALLARD,  
Acting Superintendent

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope	9,000	WEDNESDAY, 5th June, at Daylight.
	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 19th June, at Daylight.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	KAMAKURA MARU Capt. K. Soyeda	7,000	TUESDAY, 4th June, at 4 P.M.
	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
BOMBAY VIA SINGAPORE, COLOMBO	BOMBAY MARU Capt. ...	5,000	MONDAY, 10th June
KOBE and YOKOHAMA	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 5th June, 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 5th June, at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nicholson	7,000	WEDNESDAY, 5th June
KOBE	JINSEN MARU Capt. Mashida	4,000	MONDAY, 3rd June

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only

## NEW LINE OF STEAMERS

BETWEEN

### KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, 1st June.  
"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

## REDUCED SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

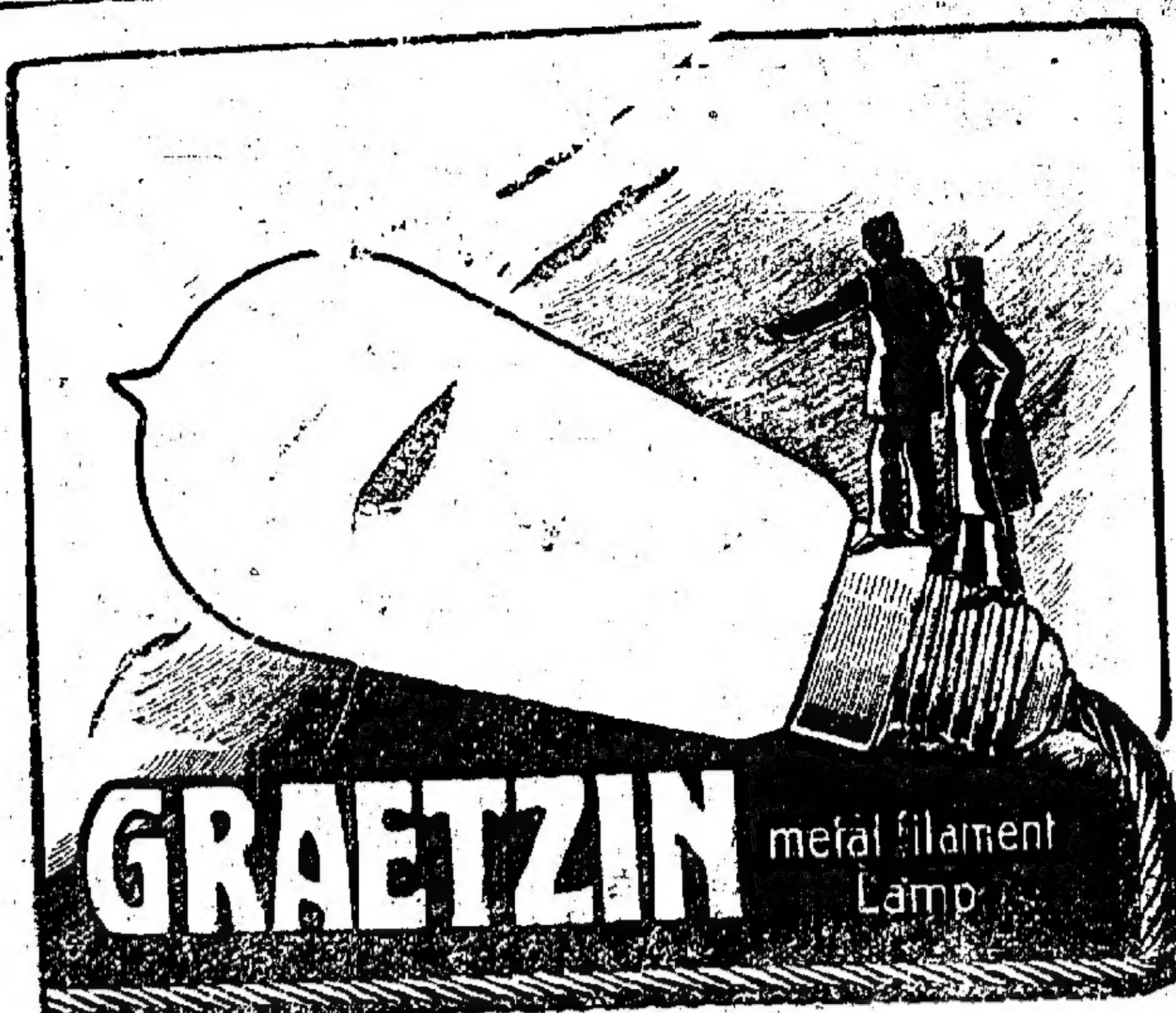
With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

112-113-655





REDUCED PRICE:  
75 cents

for 16, 25, 32 and 50 C.P.  
REBATES TO RETAILERS.

OBTAINABLE FROM—  
**HUGO C. A. FROMM.**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 31st May, 1912. [48-19]



## FELT-HATS

of the **BERLIN GUBENER HUTFABRIK, GUBEN,**

had an enormous success last year and orders for the  
NEXT SEASON are booked NOW.

Apply to the General Agent for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 31st May, 1912. [48-20]



OBTAINABLE FROM—  
**THE SINCERE CO., LTD.,**  
SUB-AGENT FOR HONGKONG.  
Hongkong, 31st May, 1912. [48-22]

### POST OFFICE NOTICE

#### THE KING'S BIRTHDAY.

Monday, the 3rd June, being a General Holiday, the Post Office will be open from 8 till 9 a.m. There will be a delivery of ordinary correspondence and a collection from the Pillar Boxes as on Sunday.  
The Money Order Office will be entirely closed.  
In the event of the arrival of the French Mail from Europe there will be a delivery of ordinary correspondence only.

Only fully prepaid Letters and Post Cards are transmissible by the **SIBERIAN ROUTE TO EUROPE.**  
Letters for this route should be superscribed via **SIBERIA.**

The Parcel Post system to the following places in China is for the present suspended:—Hupei and Hunan.

The *Perseus*, with the American Mail, is due to arrive here on Monday, the 3rd June, at daylight.

FOR	PER	DATE
Japan via Kobe	Gathering Appear	Saturday, 1st, 11.00 A.M.
Straits and Borneo	Farika	Saturday, 1st, 11.00 A.M.
Philippine Islands	Yuenang	Saturday, 1st, 1.00 P.M.
Macao	Sui Tai	Saturday, 1st, 1.15 P.M.
Siam, Mauritius and South Africa	Euneric	Saturday, 1st, 2.00 P.M.
Straits, Borneo and India via Calcutta	Hiroshima Maru	Saturday, 1st, 3.00 P.M.
Amoy and Formosa	Ichong	Saturday, 1st, 3.00 P.M.
Shanghai, North China, Japan via Moji	Monteagle	Saturday, 1st, 3.00 P.M.
UNITED STATES, SOUTH AMERICA AND CANADA via VANCOUVER (EUROPE, via SIBERIA)		Registration with late fee of 10 cents, up to 4.00 P.M.
Shanghai and North China	Linan	Saturday, 1st, 5.00 P.M.
Swatow	Hanqiang	Saturday, 1st, 5.00 P.M.
Shanghai, North China and Japan via Moji	Simla	Sunday, 2nd, 9.00 A.M.
Holhow and Siam	Anglin	Sunday, 2nd, 9.00 A.M.
Swatow, Amoy and Tamsui	Dagda dani	Sunday, 2nd, 9.00 A.M.
Holhow	Johanne	Sunday, 2nd, 9.00 A.M.
Swatow	Baiman	Sunday, 2nd, 9.00 A.M.
Hongkong	Chuanang	Sunday, 2nd, 9.00 A.M.
Shanghai and North China	Africa	Sunday, 2nd, 9.00 A.M.
Hainan and Peking	Helene	Sunday, 2nd, 9.00 A.M.
Macao	Sui Tai	Sunday, 2nd, 9.00 A.M.
Shanghai, North China, and Japan via Moji	Salazie	Sunday, 2nd, 9.00 A.M.
via Kobe	Haiton	Sunday, 2nd, 9.00 A.M.
Swatow, Amoy, Formosa and Foochow	Chiephing	Sunday, 2nd, 9.00 A.M.
Welhaiwei and Tientsin		Sunday, 2nd, 9.00 A.M.
KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE, via SIBERIA)	Tonyo Maru	Sunday, 2nd, 9.00 A.M.
		Registration with late fee of 10 cents, up to 10.30 A.M.
		Registration with late fee of 10 cents, up to 11.00 A.M.

### COMMERCIAL.

#### CLOSING QUOTATIONS.

	May 31st.
ON LONDON—	
Telegraphic Transfer	253
Bank Bills, on demand	253
Bank Bills, at 30 days' sight	253
Bank Bills, at 4 months' sight	253
Credits, at 4 months' sight	253
Documentary Bills 4 months' sight	253
ON PARIS—	
Bank Bills, on demand	253
Credits, at 4 months' sight	253
ON NEW YORK—	
Bank Bills, on demand	48 1/2
Credits, at 60 days' sight	49 1/2
ON HONGKONG—	
Telegraphic Transfer	149 1/2
Bank, on demand	150
ON SHANGHAI—	
Bank, at sight	72 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA—	
On demand—Fisco	98 1/2
ON MANILA—	
On demand—Fisco	98 1/2
ON SINGAPORE—	
On demand	120 1/2
ON BATAVIA—	
On demand	120 1/2
ON HANKOW—	
On demand	75 1/2
ON SINGAPORE—	
On demand	75 1/2
GOVERNMENTS, Bank's Buying Rate	49.90
GOLD LAMP, 100 fine, per tola	\$51.80
SAR SILVER, per oz.	28 1/2

	per cent
Chinese 20 cents piece	\$7.98 discount.
Chinese 10 "	\$8.38 "
Hongkong 20 "	\$5.50 "
Hongkong 10 "	\$8.30 "

#### MAILS VIA SIBERIA.

	Due
London	May 11th.
Shanghai	May 28th.

### SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 31ST, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$84 1/2, sellers
China Bank Corporation, Limited	60,000	\$12	all	\$9 1/2, x. div. sel.
China Light and Power Company, Limited	50,000	\$5	all	\$2.10
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$8.60
<b>COTTON MILLS.</b>				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	1/2	all	\$22
<b>DOCK AND WHARVES.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$60, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Limited	10,000	\$60	all	\$61, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50, sales
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 91
Green Island Cement Co., Limited	400,000	\$10	all	\$4 1/2, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$23 1/2, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$11 1/2
Manila Metropolitan Hotel Limited	8,000	Pa. 10	all	\$72, sales
Hongkong Ice Company, Limited	15,000	\$25	all	\$21 1/2
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19 1/2, sales
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7 1/2, buyers
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$223, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, sal. & sel.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360, sales
North-China Insurance Co., Limited	10,000	\$250	\$50	Tls. 140
Union Insurance Society, Limited	12,400	\$100	\$400	\$808
Yangtze Insurance Association, Limited	12,000	\$100	\$400	\$190, Ex 75
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106, sellers
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, sales
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53 1/2, sales
Maschappij tot Mijne, Boecan	25,000	Gds. 10	all	Tls. 69
Landbouw exploitatie in Langkat				
<b>MIXING.</b>				
Chinese Engineering and M. Co., Ltd.	100,000	\$2	all	36 1/2, buyers
Tonghai Mines, Limited	150,000	\$1	all	76 1/2, buyers
Heavord Tin and Rubber Estate, Ltd.	15,280	2 1/2	all	4/9
Bank Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$3.60, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	50,000	\$10	all	\$1.10
<b>REFINING.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$32 1/2, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$7 1/2
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$26 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$65 1/2, London
Shell Transport & Trading Co., Limited	2,500,000 def.	\$1	all	buy. £27.25, 6d.
Star Ferry Company, Limited	10,000	\$10	all	\$112 1/2
South China Morning Post, Limited	10,000	\$10	all	\$33 1/2, bu. & z.
Steam Laundry Company, Limited	10,000	\$10	all	\$24, bu. & div.
Straits and F.M.S. S.S. Co., Limited	1,200	\$10	all	\$22
Wm. Powell, Limited	15,000	\$7	all	\$54, buyers
Watkins, Limited	10,000	\$10	all	\$54, buyers
A. S. Watson & Co., Limited	90,300	\$10	all	\$5, sellers
Wellsman, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$35
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$400
Union Waterboat Co., Limited	100 shares	\$10	all	\$7 1/2, buyers

Loans	Amount	Value	Interest	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

#### TO-DAY

12.15 P.M.—A. S. Watson & Co., Ltd.  
Twenty-Seventh Annual Ordinary General Meeting at Hongkong Hotel.

#### FORTHCOMING EVENTS.

Monday, 3rd June—  
King's Birthday (1865).  
General Holiday.  
7 A.M.—Parade of Troops on Cricket Ground.

Tuesday, 4th June—  
2.45 P.M.—Auction of Valuable Household Furniture at "Wellman," No. 81, The Peak, by Mr. Geo. F. Lamont.



## TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL  
WARRANT awarded our Company  
for Milk."



**MILKMAID**

CONDENSED MILK.  
STERILIZED NATURAL  
MILK.  
EVAPORATED CREAM.

ON SALE AT ALL STORES.

## SHERRIES.

Marques del Meritos Sherries are famous all over the world for their Superb Quality and Flavour. We have also Sherries from Buckingham Palace (bearing the Royal Seal) which cannot be equalled in the East.

Prices to suit all, from \$1 to \$10 per Bottle.

**GANDE, PRICE & CO., LTD.,**

WINE MERCHANTS,

12, QUEEN'S ROAD, CENTRAL, HONGKONG.

Telephone No. 135.

### IMPORTANT TO ENGINEERS.

## ANTI-FRICTION METAL

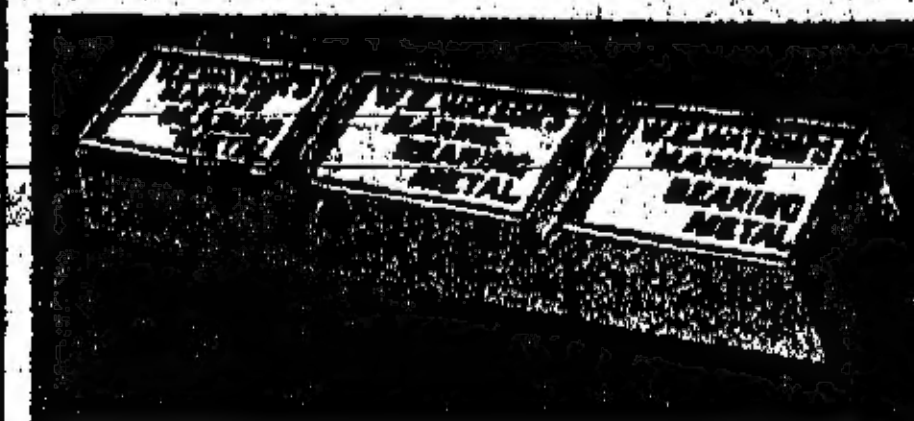
"MARINE BEARING"

FOR LINING BEARINGS

AND

FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



**ATLAS METAL & ALLOYS CO., LTD.**

52, QUEEN VICTORIA STREET, LONDON, E.C.

Large and Old Established Manufacturers of

**ANTI-FRICTION METAL.**

SOLE AGENTS—

**WILLIAM C. JACK & CO., LTD.**

14, DES VUEUX ROAD CENTRAL, HONGKONG.

Telephone: 285 and 388.

Telegrams: "MARINEWORK."

Printed and Published by BERTHELM A. HALL for the Concerned at 10, Des Road Vieux Central, Victoria Hongkong; London Office, 131 Fleet Street E.C.